EXHIBIT C

Environmental Clearance

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

Mitigated Negative Declaration

Self Storage and Artist Suites Project

Case Numbers: ENV-2019-7321-MND
CPC-2019-7320-VZC-HD-CU-SPR-RDP

Project Location: 5444-5458 North Vineland Avenue, 5437-5451 North Cleon Avenue
Community Plan Area: North Hollywood - Valley Village
Council District: 2 - Paul Krekorian

Project Description: 1784 Capital Holdings, LLC ("Applicant") proposes the 5444-5458 N Vineland Avenue & 5437-5451 N Cleon Avenue Self Storage and Artist Suites Project ("Vineland and Cleon Project" or "Project"). The Project consists of the demolition of an existing light industrial building totaling approximately 4,277 Square Feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of building area. The proposed mixed-use building would provide space for internalized self-storage and commercial offices consisting of studios for visual and performing artists operated by a tenant called Artist and Makers Studios. The proposed four-story building reaches a height of 45 feet over one level of subterranean storage, and includes 63 automobile parking spaces and 32 bicycle parking spaces.

Prepared For:	**Prepared By:**	**Applicant:**
The City of Los Angeles Department of City Planning	Envicom Corporation	1784 Capital Holdings, LLC

October 2020

DRAFT **FINAL** INITIAL STUDY /
MITIGATED NEGATIVE DECLARATION

5444-5458 Vineland & 5437-5451 Cleon Avenue

Self Storage and Artist Suites Project

Source: EAPC Architects Engineers, June 2020

LEAD AGENCY:

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 763
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DECEMBER 2020

5444-5458 VINELAND & 5437-5451 CLEON AVENUE SELF STORAGE AND ARTIST SUITES PROJECT

DRAFT FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Environmental Case Number:

ENV-2019-7321-MND

Lead Agency:

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DEPARTMENT OF CITY PLANNING
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December 2020

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1.0 INTRODUCTION

The purpose of this Initial Study/Mitigated Negative Declaration is to disclose, evaluate, and mitigate the environmental impacts of the 5444-5458 N Vineland Avenue & 5437-5451 N Cleon Avenue Self Storage and Artist Suites Project.

PROJECT SUMMARY

The 5444-5458 N Vineland Avenue & 5437-5451 N Cleon Avenue Self Storage and Artist Suites Project consists of the demolition of a light industrial building that totals approximately 4,277 square feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of total floor area for self-storage and artist studios in the North Hollywood community of the City of Los Angeles.

LEGAL AUTHORITY

As lead agency, the City of Los Angeles prepared this Initial Study in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code 21000–21189) and relevant provisions of the *CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387), as amended.

Initial Study. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);
(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration or Mitigated Negative Declaration. CEQA Guidelines Section 15070 states a public agency shall prepare a negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or
(b) The initial study identifies potentially significant effects, but:
    1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
    2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An MND may be used to satisfy the requirements of CEQA when a project would have no significant unmitigable effects on the environment.

2.0 FINDINGS OF THIS INITIAL STUDY

The impact analysis in this Initial Study demonstrates that with the incorporation of mitigation measures, the 5444-5458 N Vineland Avenue & 5437-5451 N Cleon Avenue Self Storage and Artist Suites Project would have a less than significant impact on the environment with regard to all CEQA Environmental Checklist topics. For each topic addressed in Chapter 4.0, the impacts associated with development of this Project have been determined to be "Potentially Significant Unless Mitigation Incorporated," "Less than Significant," or "No Impact." For topics determined to be "Potentially Significant Unless Mitigation Incorporated," the mitigation measures identified would reduce impacts to below a level of significance.

3.0 PROJECT DESCRIPTION

1784 Capital Holdings, LLC ("Applicant") proposes the 5444-5458 N Vineland Avenue & 5437-5451 N Cleon Avenue Self Storage and Artist Suites Project ("Vineland and Cleon Project" or "Project"). The Project consists of the demolition of an existing light industrial building totaling approximately 4,277 Square Feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of building area. The proposed mixed-use building would provide space for internalized self-storage and commercial offices consisting of studios for visual and performing artists operated by a tenant called Artist and Makers Studios. The proposed building includes associated customer and employee parking, site landscaping, signage, and exterior lighting for displays and security.

3.1 LOCATION, ZONING, AND EXISTING USES

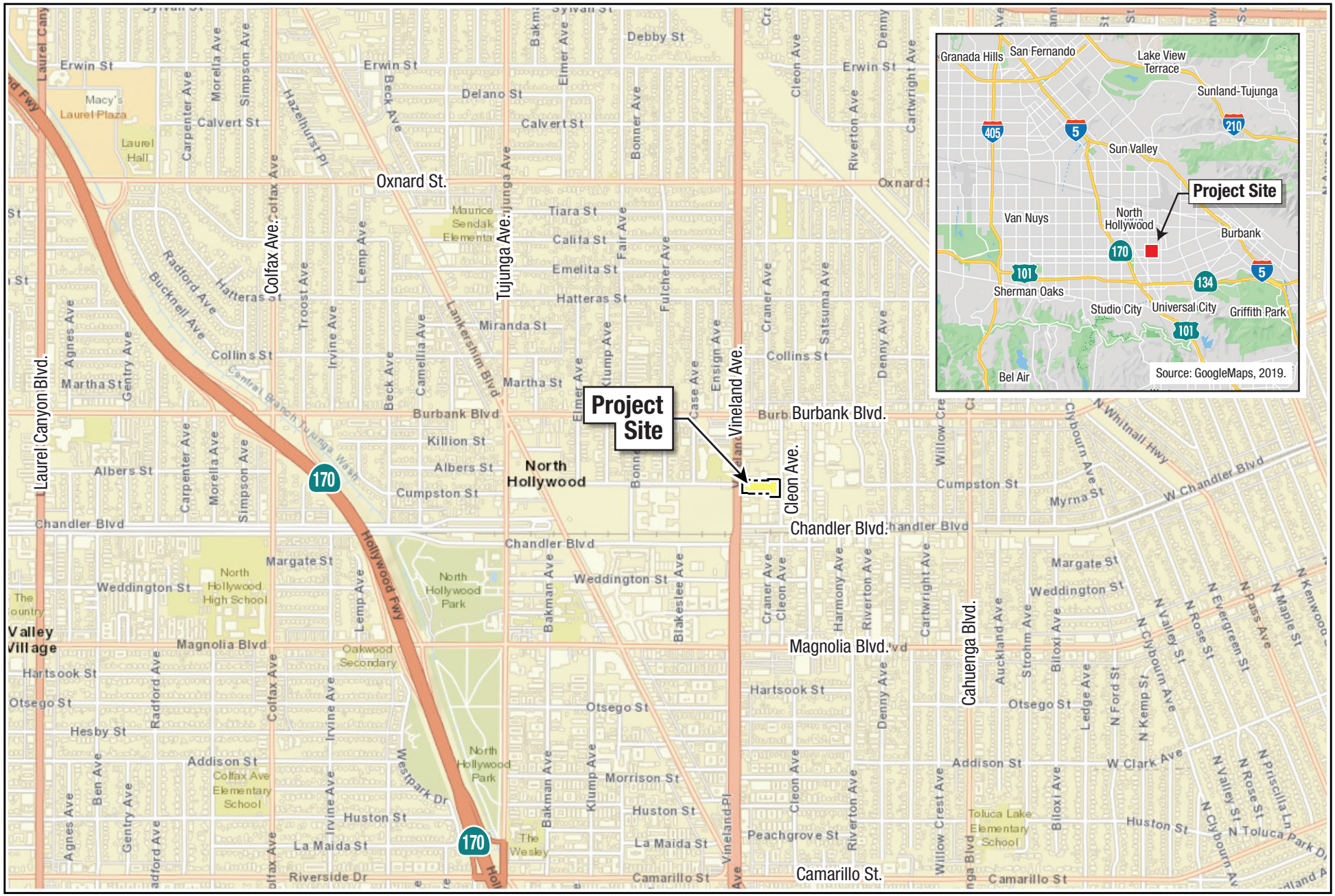
The Project is located in the North Hollywood – Valley Village Community Plan ("North Hollywood" or "NoHo") area of the City of Los Angeles (City), as shown in **Figure 1, Location Map**. The Project location is between Vineland Avenue and Cleon Avenue as shown in **Figure 2, Vicinity Map**. Street addresses associated with the Project location are 5444-5458 N Vineland Avenue and 5437-5451 N Cleon Avenue, Los Angeles, California, 91601. Seven parcels encompass the Project Site (Subject Property or Project Site), three of which are located on N. Vineland Avenue and four of which are located on N. Cleon Avenue. The net site area of the seven APNs[1] that encompass the Project Site is approximately 71,011 SF (1.63 acres).[2]

The North Hollywood – Valley Village Community Plan designates the Subject Property for Light Manufacturing uses. The Subject Property is currently zoned MR2-1VL (Restricted Light Industrial zone in Height District No. 1VL). The 1VL Height District permits a maximum height of 45 feet, three stories, and a Floor Area Ratio (FAR) of 1.5:1. The Subject Property is located within the proposed Orange Line Transit Neighborhood Plan, which is anticipated to modify zone designations and increase allowable FAR and height throughout the vicinity. Part of the proposed Orange Line Transit Neighborhood Plan would update zone designations throughout the vicinity, with FAR as high as 4:1 currently being considered for the Project Site. To allow for the proposed mix of uses, a FAR up to 2:1, and height up to four stories, the Project requests a Vesting Zone Change and Height District Change from MR2-1VL to M2-2D (Light Manufacturing zone in Height District No. 2 with "D" Development Limitations). The Subject Property is within the jurisdiction of the North Hollywood Redevelopment Project area (in which it has an Industrial Light designation) and within a Transit Priority Area. The Subject Property is also within the Los Angeles State Enterprise Zone and is currently classified as a Tier 3 Transit Oriented Communities site.

The Subject Property is currently improved with a single-story light industrial building used for an equipment rental business. This studio equipment rental business, Zio Rental Studios, currently occupies the majority of the Project Site and Archer Towing occupies a small area in the northwest corner of the Project Site for vehicle impound as shown in **Figure 3, Existing Uses**. The following summarizes the existing land uses surrounding the Subject Property. Surrounding properties to the north, east, and south are zoned MR2-1VL and designated for light manufacturing land uses in the North Hollywood – Valley Village Community Plan.

[1] The Project Site is assigned Assessor Parcel Numbers ("APNs") 2416-001-041, -042, -043, -014, -015, -016, and 2416-002-001.

[2] EAPC Architecture, Preliminary Plot Plan, SP100, 10/05/2020.



Sources: ESRI, World Street Map, 2016.

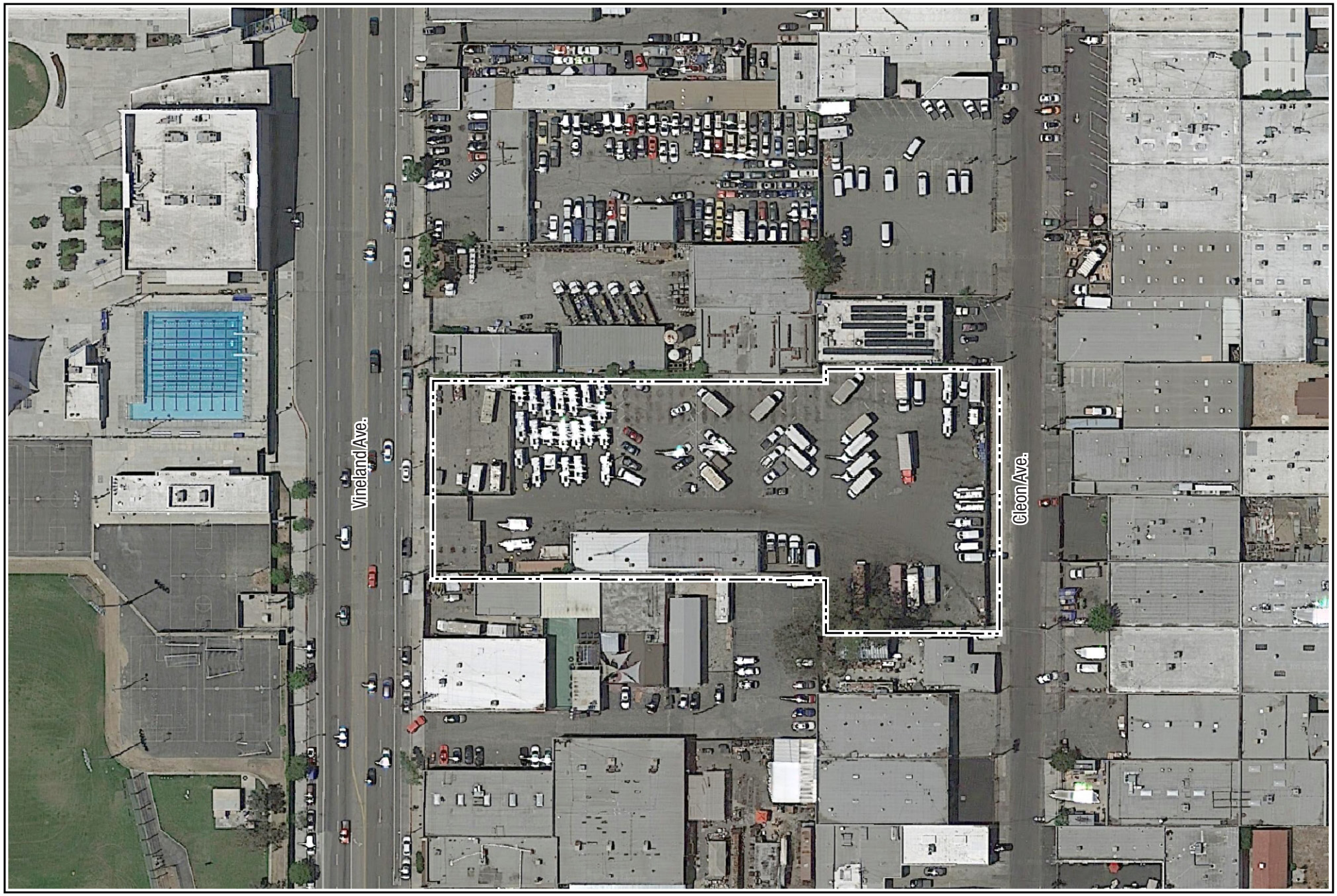
VINELAND AND CLEON SELF STORAGE PROJECT

envicom

Location Map

0 750 1,500 Feet

FIGURE 1



Sources: Google Earth Pro, June 8, 2018.

VINELAND AND CLEON SELF STORAGE PROJECT

envicom

Vicinity Map

0 50 100 Feet

FIGURE 2

Aerial Source: Google Earth Pro, June 8, 2018. Map Source: Roux Associates, Inc., Phase II Subsurface Investigation Letter Report, November 14, 2019.

VINELAND AND CLEON SELF STORAGE PROJECT

envicom

Existing Uses

0 30 60 Feet

FIGURE 3

- Properties to the north consist equipment rental, storage facilities, repair shops, and neighborhood-serving retail.
- Properties to the east, along Cleon Avenue, consist of media production facilities and light manufacturing.
- Properties to the south consist of a media production facility, self-storage facilities and neighborhood-serving retail, including a fitness facility.
- Property to the west, across Vineland Avenue, is zoned Public Facilities (PF-1VL) and Commercial Manufacturing (CM-1VL), and is the location of the East Valley High School campus, as well as an Anawalt Lumber & Materials further north at the intersection of Burbank Boulevard.

3.2 PROJECT COMPONENTS

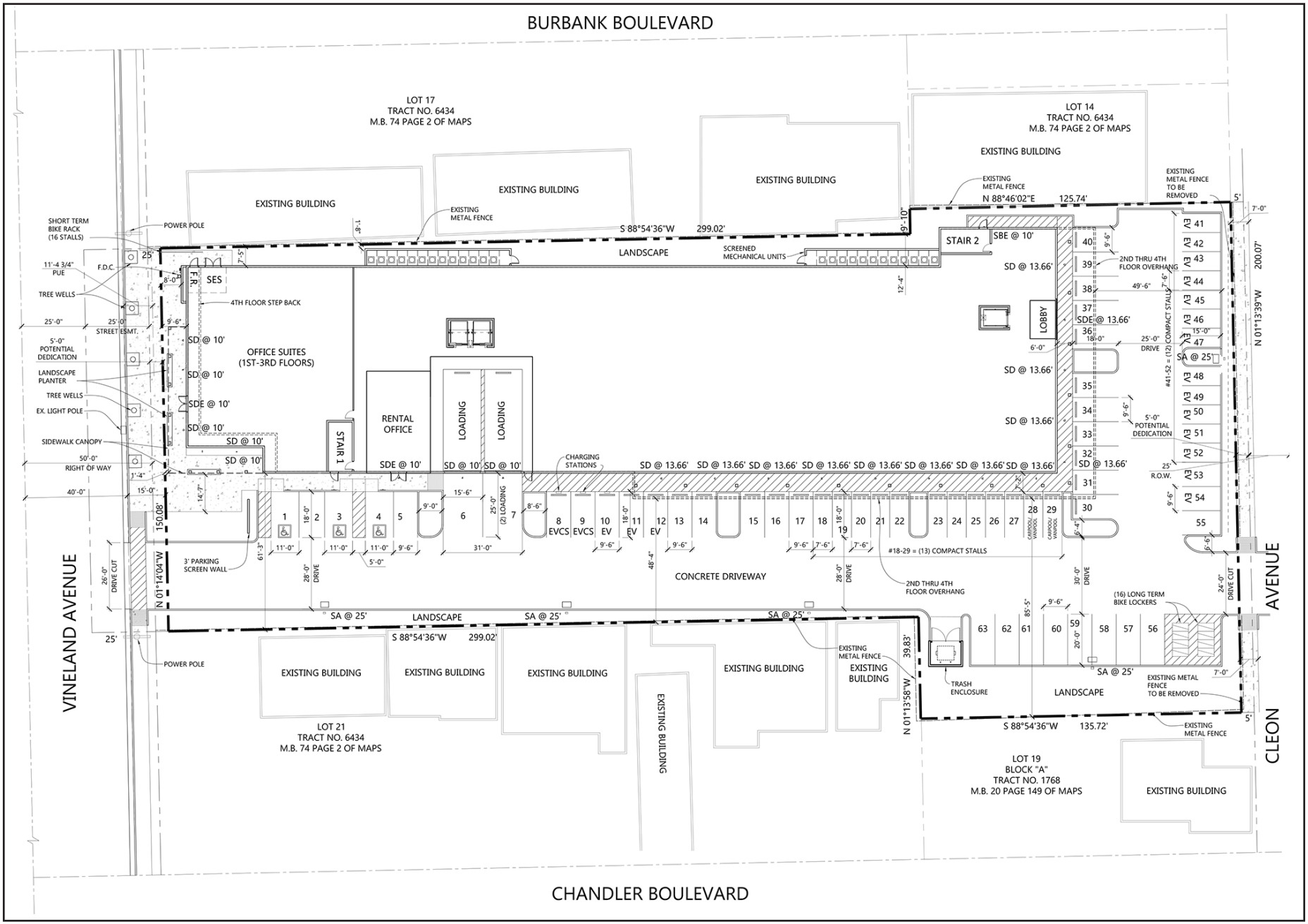
The Applicant requests approvals for the construction, use, and maintenance of a mixed-use building with a primary use for the storage of household goods and offices for artist studios. The proposed four-story building reaches a height of 45 feet over one level of subterranean storage, and includes 63 automobile parking spaces and 32 bicycle parking spaces.[3] A preliminary site plan is shown in **Figure 4, Proposed Site Plan**. Proposed hours of operation are as follows:

- Self-storage office hours (staffed): Monday through Saturday, 8:00 AM to 6:00 PM and Sunday, 9:00 AM to 4:00 PM;
- Self-storage secure customer access: Sunday through Saturday, 5:00 AM to 10:00 PM; and,
- Office suites use (Artist & Maker's Studios) secure access: 24 hours a day, seven days a week.

The proposed building includes self-storage units in the basement and on all four floor levels, as well as artist studios in the first through third floors, a gallery on the ground floor, and display space on the second and third floors, respectively, and a ground-floor rental office and loading dock.

The primary use of the Project is the storage of household goods also known as "self-storage." A component of the Project also includes office uses for artist studios located on the first through third floor, thereby engaging the street frontage between Vineland Avenue and the Project Site. The Applicant intends the office use to be occupied by a tenant known as Artists & Makers Studios, which provides shared office, studio, and resource space to professional visual and performing artists. The Applicant's business strategy is to fulfill the growing demand for quality storage in emerging markets through the ongoing development, acquisition, and repositioning of existing big-box retail-type properties, as well as the purchase and re-design of strategically located, yet poorly optimized, storage facilities in conjunction with a geographically-relevant, neighborhood-serving use such as Artists & Makers Studios. Together, these uses result in a mixed-use Project proximate to the NoHo Arts District. The size of the proposed building area is provided in **Table 3-1, Floor Area**.

[3] Per LAMC Section 12.03, height is measured to the highest point of roof or parapet, whichever is higher. Exceptions per Section 12.21.1 B. include equipment for building operation, skylights, towers, or similar structures above the height limit when set back from the roof perimeter by 5 feet; chimney, exhaust ducts, solar water heaters, any roof structures housing stairways, elevators or ventilation fans may exceed height up to five feet with no setback. Roof structures for housing elevators and stairways may exceed the height limit up to 10 feet, where a building is limited to 30 or 45 feet. Furthermore, in all zones, solar structures may exceed the roof surface by three (3) feet, even if the roof structure is at or above the allowable building height limit. The height shall be measured to the highest point of the structure and panel assembly. Solar structures are not required to provide a setback.



Source: EAPC Architects Engineers, October 5, 2020.

Proposed Site Plan

As shown in Table 3-1, demolition of the existing building would remove approximately 4,277 SF of floor area, the Project proposes 138,141 SF of net floor area (calculated pursuant to LAMC Section 12.03); therefore, the proposed new building would result in a net increase of 133,864 SF in floor area on the Project Site. To analyze the full physical impact of the Project on the environment, this document refers to the total gross floor area of 150,000 SF shown in Table 3-1.

Table 3-1
Floor Area

Floor	Area (SF)
Existing Floor Area	
Existing Light Industrial Building	4,277
Proposed Floor Area	
Office/Artist Studio	
1st Floor	5,040
2nd Floor	5,040
3rd Floor	5,040
Office/Artist Studio Sub-Total	*15,120*
Self-Storage	
Basement	28,156
1st Floor (street-level)	22,376
2nd Floor	26,375
3rd Floor	26,375
4th Floor	30,858
Self-Storage Sub-total	*134,140*
Storage Rental Office	740
Total Floor Area (Gross)	**150,000**
Proposed Building Area Not Included as Floor Area [1]	- 11,859
Total Floor Area	138,141
Existing Floor Area to be Demolished	- 4,277
Net Increase in Floor Area	*133,864*

[1] Building area not included as floor area consists of exterior walls, storage rooms, interior loading area, stairs, elevators, fire risers, electrical room, and janitor room.
Source: EAPC Architects Engineers, Preliminary Plot Plan, SP100, 10/05/2020.

The proposed building will be sustainably designed to meet or exceed applicable City building codes and Building Energy Efficiency Standards - Title 24 ("Title 24") specified in the California Code of Regulations. As such, the Project will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, low flow fixtures, non-Volatile Organic Compound paints/adhesives, drought tolerant planting, and high-performance building envelopment.

3.3 PARKING, ACCESS, AND CIRCULATION

A driveway connecting to Vineland Avenue and Cleon Avenue will provide vehicular ingress and egress to the Project Site for access. The new Project driveways will be located at approximately the same locations as the existing driveways with improvements as needed. Automobile parking is provided in a surface parking lot with 63 spaces that wraps around the southerly and easterly sides of the proposed building, as shown in Figure 4, Proposed Site Plan.

In terms of bicycle access, Tier 1 (protected) bicycle lanes exist on along the Project Site frontage with Vineland Avenue. The Project will provide 16 short-term and 16 long-term spaces for bicycle parking. The Bicycle Master Plan of the Mobility Element identifies Chandler Boulevard, from Lankershim

Boulevard to the eastern City limit, as part of the Bicycle-Enhanced Network. An existing bike path along the south side of Chandler Boulevard provides bicycle access to the Project Site from Vineland Avenue. The Bicycle-Enhanced Network identifies Lankershim Boulevard as a Tier 1 roadway for a protected bicycle lane in the vicinity of the Project Site.

In terms of pedestrian access, Mobility Plan 2035 identifies the portion of Vineland Avenue fronting the Project Site as a part of the Pedestrian Enhanced District in the Neighborhood Enhanced Network. Pedestrian Enhanced Districts include streets where pedestrian improvements are prioritized to provide safe and enjoyable walking connections to and from major destinations within communities. Mobility Plan 2035 designates the portion of Vineland Avenue along the Project's western boundary as Boulevard II and the portion of Cleon Avenue that serves as the Project's eastern boundary as a designated Standard Local Street. In accordance with City Bureau of Engineering requirements, the Project will provide five-foot dedications along Vineland Avenue and along Cleon Avenue.[4] No new driveways will be provided for the Project. The five-foot dedication along Vineland Avenue will provide wider sidewalks and new street activation space along the Vineland Avenue frontage by adding suites for visual and performing artists and indoor and outdoor spaces for artistic programming.

3.4 DEMOLITION AND CONSTRUCTION

The Project would demolish approximately 4,277 SF of existing structures and remove the existing surface parking lot. The existing surface parking lot consists of approximately 68,000 SF of asphalt with 4,500 SF of slab on grade.[5] A preliminary estimate of the duration for each phase of construction, size of the on-site workforce, and off-road equipment needed is provided in **Table 3-2, Demolition and Construction Assumptions**.

Table 3-2
Demolition and Construction Assumptions

Phase	Duration	Crew	Equipment Type	Number of pieces
Demolition	20 days	25 workers	Concrete Saw	1
			Dozers	1
			Tractor/Loader/Backhoes	3
Grading	15 days	15 workers	Excavators	1
			Graders	1
			Rubber Tired Dozers	1
			Tractors/Loaders/Backhoes	3
Building Construction	200 days	25 – 100 workers	Cranes	1
			Forklift	1
			Generator Sets	1
			Welders	3
			Tractors/Loaders/Backhoes	1
Paving	10 days	25 workers	Cement and Mortar Mixer	1
			Paver	1
			Paving Equipment	1
			Rollers	1
			Tractor/Loader/Backhoe	1
Architectural Coating	20 days	15 workers	Air Compressor	1
Source: Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.				

[4] City of Los Angeles, Bureau of Engineering Planning Case Referral Form 201900542.
[5] Source: Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.

As shown in Table 3-2, demolition and construction necessitates the use of off-road earth moving equipment such as dozers, forklifts, and tractors equipped with front end loaders and backhoes. Construction also involves trucks for material and supplies delivery, as well as powered hand tools including concrete saws. The Subject Property has sufficient space for temporary construction crew parking and equipment staging to take place on site during all phases of construction, thereby minimizing the interference of construction vehicles with existing vehicle circulation. The grading phase of construction would result in export of 12,500 cubic yards (CY) of soil.[6] The likely destination for export is the Simi Valley Landfill. To minimize the impact of temporary construction activity on the performance of the local circulation system and adjacent uses, Project Design Feature (PDF)-1 requires the preparation of a Construction Traffic Management Program.

PDF-1 Construction Traffic Management Program: A Construction Traffic Management Program, including but not limited to, lane closure or modification information, hauling, staging, and temporary access and parking plans, as necessary, shall be prepared by the Project construction contractor and submitted to the City for review and approval. The Construction Traffic Management Program shall convey the specific actions of the construction process, with focus on the activities that may potentially affect off-site rights-of-way. The Construction Traffic Management Program shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Construction vehicle and equipment parking or staging on surrounding public streets shall be minimized to the extent feasible.
- Temporary vehicular traffic controls (such as signage and/or flag persons) during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways shall be implemented.
- Safety precautions for pedestrians and bicyclists, through such measures as signage and protection barriers, shall be implemented, as appropriate.
- Construction-related activities (such as deliveries and/or hauling) shall be scheduled to occur outside the commuter peak hours.
- To avoid structural damage related to construction period vibration, loaded trucks shall be prohibited from operating within 15 feet of off-site structures.

REQUIRED APPROVALS

The Applicant is requesting the following entitlements and approvals from the City as Lead Agency under CEQA:

- **Vesting Zone Change and Height District Change.** Pursuant to Los Angeles Municipal Code (LAMC or "Code") Sections 12.32.F and 12.32.Q, a Vesting Zone Change and Height District Change from MR2-1VL to M2-2D to allow for the proposed mix of self-storage and Artist & Makers Studios, proposed FAR up to 2:1, and proposed height up to four stories.
- **Conditional Use Permit (CUP).** Pursuant to LAMC Section 12.24.W.50, a CUP to allow a self-storage building in the M2 Zone, within 500 feet of an R Zone.
- **Determination in Association with a CUP Request.** Pursuant to LAMC Section 12.24.F, a Determination in association with a CUP request to permit a height increase to 45 feet, in lieu of the otherwise permitted 37 feet for self-storage buildings in M Zones.

[6] Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 23, 2019.

- **Site Plan Review (SPR).** Pursuant to LAMC Section 16.05, to permit the construction, use, and maintenance of a mixed-use project that results in an increase of more than 50,000 SF of non-residential floor area.
- **Project Compliance Review.** Pursuant to LAMC Section 11.5.4.D.5, to evaluate Project conformance with relevant provisions of the North Hollywood Redevelopment Plan.
- **Determination in Association with a CUP Request**. Pursuant to LAMC Section 12.24.S, a Determination in association with a CUP request to permit a parking reduction not to exceed 20% of the requirements otherwise required by the Code.

Pursuant to various LAMC sections, the Applicant will request approvals and permits from the Department of Building and Safety and other municipal agencies for Project construction actions which may include, and not be limited to demolition, excavation, shoring, grading, haul route, foundation, and building and tenant improvements.

4.0 INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST

1. **Project title:**
   5444 – 5458 Vineland & 5437 – 5451 Cleon Avenue Self Storage and Artist Suites Project
2. **Lead agency name and address:**
   City of Los Angeles
   Department of City Planning
   200 N. Spring Street
   Los Angeles, CA 90012
3. **Contact person and phone number:**
   Renata Ooms, City Planning Associate
   200 North Spring Street, Room 763
   Los Angeles, CA 90012
   (213) 978-1222
4. **Project location:**
   5444 – 5458 Vineland Ave and 5437 – 5451 Cleon Ave, Los Angeles, CA 91601
5. **Project sponsor's name and address:**
   1754 Capital Holdings, LLC
   8777 N. Gainey Center Drive, Suite 191
   Scottsdale, AZ 85258
6. **General plan land use designation:**
   Light Manufacturing
7. **Zoning:**
   Existing: MR2-1VL. Proposed: M2-2D
8. **Description of project:**
   Demolition of a light industrial building that totals approximately 4,277 square feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of total floor area for self-storage uses and artist studios in the North Hollywood community of the City of Los Angeles.
9. **Surrounding land uses and setting:**
   Existing light industrial uses zoned MR2-1VL to the north of the Subject Property, Cleon Avenue and existing light industrial uses zoned MR2-1VL to the east, existing light industrial uses zoned MR2-1VL to the south, and Vineland Avenue with public facilities – East Valley High School – on land zoned CM-1VL to the west and PF-1VL to the southwest.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**
    The City of Los Angeles is the only approval agency at this time.

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

LEAD CITY AGENCY: City of Los Angeles Department of City Planning		**COUNCIL DISTRICT: 2** Councilmember Paul Krekorian
PROJECT TITLE: 5444-5458 Vineland & 5437-5451 Cleon Ave Self Storage and Artist Suites Project	**ENVIRONMENTAL CASE:** ENV-2019-7321-MND	**CASE NO.** Case No. CPC-2019-7320-VZC-HD-CU-SPR-RDP

PROJECT LOCATION: 5444-5458 Vineland and 5437-5451 Cleon Ave, North Hollywood, CA 91601.

PROJECT DESCRIPTION: Demolition of a light industrial building that totals approximately 4,277 square feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of total building area for self-storage uses and artist studios in the North Hollywood community of the City of Los Angeles.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
1784 CAPITAL HOLDINGS, LLC
8777 N. Gainey Center Drive, Suite 191
Scottsdale, AZ 85258
Contact: Mr. Kelly McKone, Executive Vice President of Real Estate
(602) 855-2552

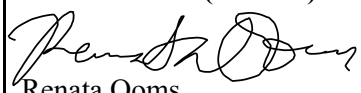
FINDING:
The Department of City Planning of the City of Los Angeles proposes a Mitigated Negative Declaration be adopted for this Project because the mitigation measures outlined in the attached pages will reduce any potential significant adverse effects to a less than significant level.

(continued on next page)

SEE ATTACHED SHEETS FOR ANY MITIGATION MEASURES IMPOSED.

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Renata Ooms	City Planning Associate	(213) 978-1222
ADDRESS	**SIGNATURE (Official)**	**DATE**
City of Los Angeles Dept. of City Planning 200 N Spring Street Los Angeles, CA 90012	 Renata Ooms, City Planning Associate	10/8/2020

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

<table>
<tr><td colspan="2">LEAD CITY AGENCY:
City of Los Angeles</td><td colspan="2">COUNCIL DISTRICT: 2
Councilmember Paul Krekorian</td><td>DATE:</td></tr>
<tr><td colspan="5">RESPONSIBLE AGENCIES: N/A</td></tr>
<tr><td colspan="2">ENVIRONMENTAL CASE:
ENV-2019-7321-MND</td><td colspan="3">RELATED CASES:
CPC-2019-7320-VZC-HD-CU-SPR-RDP</td></tr>
<tr><td colspan="2">PREVIOUS ACTIONS CASE NO.</td><td colspan="3">☐ DOES have significant changes from previous actions.
☒ DOES NOT have significant changes from previous actions.</td></tr>
<tr><td colspan="5">PROJECT DESCRIPTION: Demolition of a light industrial building that totals approximately 4,277 square feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of total building area for self-storage uses and artist studios in the North Hollywood community of the City of Los Angeles. (See Section 3.0, Project Description – Required Approvals).</td></tr>
<tr><td colspan="5">ENV. PROJECT DESCRIPTION: See Section 3.0, Project Description.</td></tr>
<tr><td colspan="5">ENVIRONMENTAL SETTING: The Project Site encompasses 1.63-acres in the North Hollywood – Valley Village Community Plan area of the City. Existing light industrial uses zoned MR2-1VL are located north of the Subject Property, Cleon Avenue and existing light industrial uses zoned MR2-1VL to the east, existing light industrial uses zoned MR2-1VL to the to the south, and Vineland Avenue with public facilities – East Valley High School – on land zoned CM-1VL to the west and PF-1VL to the southwest of the Subject Property.</td></tr>
<tr><td colspan="5">PROJECT LOCATION: 5444-5458 Vineland and 5437-5451 Cleon Ave, North Hollywood, CA 91601.</td></tr>
<tr><td colspan="2">COMMUNITY PLAN AREA:
North Hollywood – Valley Village

STATUS:
☐ Preliminary
☒ Proposed</td><td colspan="2">☒ Does Conform to Plan
☐ Does NOT Conform to Plan</td><td>AREA PLANNING COMMISSION:
South Valley

CERTIFIED NEIGHBORHOOD COUNCIL:
NoHo</td></tr>
<tr><td>EXISTING ZONING:
MR2-1VL</td><td>MAX DENSITY ZONING:
The 1VL Height District permits a maximum height of 45 feet, three stories, and a Floor Area Ratio (FAR) of 1.5:1.</td><td colspan="3"></td></tr>
<tr><td>GENERAL PLAN LAND USE:
Light Manufacturing</td><td>MAX. DENSITY PLAN:
Three stories or 45 feet.</td><td colspan="3"></td></tr>
</table>

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology /Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.

Name: Renata Ooms
Title: City Planning Associate
Dept. of City Planning, City of Los Angeles

Signature: Date: 10/8/2020

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the Architectural Plans dated October 5, 2020, prepared by EAPC Architects provided in **Appendix A**. This analysis is also based on a landscape plan dated December 10, 2019, prepared by T.J. McQueen & Associates, Inc. The Project is an employment center project in a Transit Priority Area (TPA); therefore, aesthetic impacts related to visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, or any other aesthetic impacts are not considered significant impacts for in-fill projects pursuant to CEQA, Public Resources Code Section 21099(d)(1).

a. No Impact. A significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista, or substantially blocks views of a scenic vista. There are two types of scenic vistas: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The Project Site is located within the urbanized visual setting of the North Hollywood-Valley Village Community Plan area. The Community Plan does not designate scenic vistas, such as wide natural open spaces, parks, or viewsheds from hiking trails, within the vicinity. Nor does it establish focal views to be protected within the vicinity. Therefore, the Project would not introduce incompatible visual elements within a designated scenic vista or substantially block views of a designated scenic vista, the Project would have no impact.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact would occur if scenic resources within a City-designated scenic highway would be damaged or removed by development of a project. The Project Site is not located along a designated scenic highway as identified in the Community Plan. The Project is not located in a designated historic district, and does not contain rock outcroppings. Therefore, the Project would result in no impact to scenic resources within a City-designated scenic highway.

Mitigation Measures: No mitigation measures are required.

c. Less than Significant Impact. A significant impact would occur if a project introduced incompatible visual elements on the site or visual elements incompatible with the character of the area surroundings. Projects in urbanized areas could have a significant impact if they conflicted with applicable zoning and other regulations governing scenic quality. The Project is located in an urbanized, commercial and industrial area. Views in the vicinity of the Project Site are largely constrained by adjacent structures within an urban setting. As described in the following analysis, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Building Height and Massing

As an in-fill development, the building height and massing of the proposed mixed-use building is similar to existing surrounding land uses. The Project is located in zoning Height District No. 1VL, which allows for a maximum height of 45 feet and three stories. With approval of the requested Vesting Zone Change and Height District Change to Height District 2 with "D" Limitations, the Project would contain a four-story building with a height of 45 feet over one subterranean level and would therefore comply with applicable height district limitations.

In terms of massing, an existing four-story building, East Valley High School, is located northwest of the Project Site, existing one-story commercial developments are located to the north, existing media production facilities and light industrial buildings are located to the east, each ranging from one to two stories in height. Existing self-storage and neighborhood-serving retail buildings are located to the south, ranging from one to three stories in height. Existing commercial and school facilities located west of the Project Site range from one to three stories in height. These existing buildings feature massing similar to that of the Project.

Landscape Design

Proposed landscaping along the Project Site perimeter consists of various trees and plants such as the London plane tree (*Plantanus wrightii*), live oak tree (*Quercus virginiana*), brake light red yucca (*Hesperaloe perpa*), orange jubilee (*Tecoma 'orange jubilee'*), twin flowered agave (*Agave gemniflora*), yellow dot (*Wedelia trilobata*), and India hawthorne (*Raphiolepsis indica*).[7] Details regarding tree replacements and removals are in Section IV, Biological Resources. The Department of City Planning would review the proposed landscape plan during the plan check process prior to issuance of a building permit. Installation of landscaping around the site perimeter, which currently contains no landscaping, would improve aesthetics from public viewpoints along Vineland Avenue, Cleon Avenue, and from neighboring facilities.

Graffiti and Vandalism

The Project includes walls that could provide space for graffiti and vandalism. The Project would employ professional staff to keep the site free of graffiti and debris and to maintain the appearance as attractive, clean, and safe for employees and customers. Pursuant to Los Angeles Municipal Code (LAMC) Section

[7] T.J. McQueen & Associates, Inc., Conceptual Landscape Plan, Sheet La.01, October 3, 2019.

91.8104.15, the Project would be required to maintain the exterior free from graffiti that could be visible from a public street or alley.

The Project would be of similar scale, mass, land use, and density as existing commercial and light industrial uses within the vicinity. Therefore, the Project would not introduce an incompatible visual element and would be consistent with applicable zoning codes and regulations governing scenic quality, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project introduces new sources of light or glare that would be incompatible with the surrounding areas, or that pose a safety hazard to motorists on adjacent streets or freeways. Determining whether a proposed project results in a significant nighttime illumination impact must consider the change in ambient illumination levels as a result of proposed sources and the extent to which proposed lighting would spill off a project site and affect adjacent light-sensitive areas.

Light

The Project is located in an urbanized area with existing nighttime lighting from streetlights along Vineland Avenue. Other sources of existing nighttime lighting include nearby commercial and light industrial buildings, parking lots, and East Valley High School facilities. The Project would include nighttime lighting limited to the amount necessary to safely illuminate building entrances, stairs and walkways for adequate night visibility and security. Compliance with LAMC regulatory standards Section 99.05.106 regarding maximum allowable backlight, uplight, and glare, would limit light spillover, including the light pollution reduction standards. Compliance with the City's Green Building Code[8], would require lighting to be directed downward, thereby preventing spillover onto adjacent properties. Although the Project Site is neither zoned residential, nor adjacent to a residentially-zoned property, site Photometric Plans, in Appendix A (Sheet A700), show the light spillover around the Project Site perimeter would be less than a 2.0 foot-candle threshold established in the LAMC.[9] Therefore, light impacts would be less than significant.

Glare

Nighttime glare can occur from car lights, streetlights and other lights on buildings, walkways and parking areas. Daytime glare can result from buildings with glass exteriors or reflective surfaces. As a regulatory requirement, the Department of City Planning will review the material selection of the building exteriors shown on the architectural plans to ensure the exteriors are constructed of materials with high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare. The trees in the proposed landscape plan would provide additional screening. Vehicle headlights from vehicles on the proposed at-grade parking level would be concealed by the building exterior and landscape improvements around the Project Site perimeter. Therefore, glare impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[8] Los Angeles Municipal Code, Chapter 9 Building Regulations, Article 9 Green Building Code, Section 99.05.106.8, Light Pollution Reduction.

[9] LAMC, Chapter IX, Building Regulations, Article 3, Electrical Code, Section 93.0117, Outdoor Lighting Affecting Residential Property.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES.				
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

a-e. No Impact. The Project Site is located in an urbanized area within the Community Plan developed and zoned for light manufacturing uses. The Subject Property is not located within designated prime farmland, farmland of statewide or local importance, unique farmland or grazing land on the Los Angeles County Important Farmland map prepared by the California Department of Conservation for the Farmland Mapping and Monitoring Program.[10] The Project Site is currently not used for agricultural purposes. The Project Site is not enrolled in an existing Williamson Act Contract.[11] The Project Site falls within an Urban Agricultural Incentive Zone (UAIZ)[12] in accordance with Assembly Bill (AB) No. 551, where landowners are able to enter into a voluntary contract with the City to utilize closed properties for

[10] California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2016, Accessed February 5, 2020 at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf.
[11] California Department of Conservation, Division of Land Resource Protection, State of California Williamson Act Contract Land, 2017.
[12] City of Los Angeles, ZIMAS, Accessed on February 5, 2020 at: http://zimas.lacity.org/.

active agricultural purposes in exchanges for a potential property tax reduction.[13] As the Project does not propose agricultural uses, the UAIZ contract land does not apply. The Project Site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not located within a national forest or on forest land. Therefore, the Project would have no impact on agricultural or forestry resources.

Mitigation Measures: No mitigation measures are required.

[13] City of Los Angeles Urban Agriculture Incentive Zone Program, July 2019, Accessed on February 5, 2020 at: https://planning.lacity.org/odocument/8ad42004-12d8-4338-95d4-d6d41434cc13/FAQ.pdf

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The Project lies within the South Coast Air Basin (Air Basin), a 6,600 square mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. Regional factors collectively hinder the dispersion of air pollutants and contribute towards poor air quality, especially in the Air Basin's inland valleys: low temperature inversion heights, meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing), adjacent mountain ranges and topographical features. The goal of the South Coast Air Quality Management District (SCAQMD) is achieving clean air standards within the Air Basin.

Project-related air quality emission data was obtained using the California Emissions Estimator Model (CalEEMod.2016.3.2). The SCAQMD developed CalEEMod to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants. The following analysis is based on CalEEMod outputs dated August 7, 2020, provided in **Appendix B**.

a. Less than Significant Impact. A significant air quality impact could occur if a project would conflict with or obstruct the applicable air quality plan, which is the SCAQMD 2016 Air Quality Management Plan (AQMP). The AQMP outlines the integrated air pollution measures needed to meet the National Ambient Air Quality Standards for ozone and particulates. The governing board of the SCAQMD adopted the most recent version of the 2016 AQMP in March 2017.[14] Planning strategies for reducing emissions and achieving ambient air quality standards are developed using demographic growth projections (regional population, housing, and employment) generated by the Southern California Association of Governments.

[14] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, Mach 2017.

The Project proposes to demolish an existing structure and paved parking lot used for the rental and storage of movie equipment, and redevelop the site with a mixed-use building consisting of self-storage units and offices for artist studios. The Project would be consistent with the North Hollywood-Valley Village Community Plan land use designation of light manufacturing and would not create housing or otherwise lead to substantial population growth in the vicinity. Therefore, the Project would be consistent with regional population growth projections by the Southern California Association of Governments. See Section XI., Land Use and Planning, for further land use plan consistency analysis. The SCAQMD has designated levels for evaluating the significance of air quality impacts under CEQA shown in **Table III-1, Daily Emissions Thresholds**.

Table III-1
Daily Emissions Thresholds

Pollutant	Emissions (lbs/day)	
	Construction	Operations
Reactive Organic Gasses (ROG)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Respirable Particulate Matter (PM-10)	150	150
Fine Particulate Matter (PM-2.5)	55	55
Sulfur Oxides (SO_X)	150	150
Source: SCAQMD, CEQA Air Quality Handbook, November, 1993 Rev.		

Projects with maximum daily emissions that exceed the thresholds for construction or operations shown in Table III-1 are considered to have a potentially significant air quality impact under CEQA.

Construction Emissions

CalEEMod considered the following Project characteristics in estimating construction emissions. Construction activities would include demolition of an approximately 4,277 SF building and 68,000 SF paved surface parking/storage lot. The Project would consist of one, four-story building over one level of subterranean storage. Project Site grading and excavation would require export of approximately 12,500 CY of soil. The proposed self-storage use would comprise approximately 134,880 SF of floor area and the artist studio offices would comprise approximately 15,120 SF of floor area. Additionally, the Project would include a paved surface parking lot with spaces for 63 vehicles. A detailed list of the construction equipment and duration of each construction phase is provided in Section 3.0 Project Description. **Table III-2**, **Maximum Daily Construction Emissions**, provides the calculated peak daily construction emissions for the Project.

Table III-2
Maximum Daily Construction Emissions

Emissions (lbs/day)						
	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Construction Emissions[(a)]	69.8	47.2	19.9	0.1	5.1	2.6
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Output in Appendix B.
[(a)] Construction emissions estimates reflect required compliance with SCAQMD Rule 403 for reducing construction dust emissions.

The Project would be required to comply with SCAQMD Rule 403, Fugitive Dust. This rule aims to reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources. The Project would be required to comply with Rule 403 by applying the best available control measures, including watering the soil during construction, to minimize air pollutants released during the movement of the soil and discontinuing clearing, earth moving, or excavation activities during periods of high winds (i.e., greater than 15 miles per hour), to prevent excessive dust.

As shown in Table III-2, peak daily construction activity emissions would be well below SCAQMD thresholds. Given the results of the analysis and compliance with regulatory requirements, the air quality impact during construction would be less than significant.

Operational Emissions

Operational Project emissions would include mobile source emissions from vehicle use and stationary source emissions from building components. Project maximum daily operational emissions are shown in **Table III-3, Maximum Daily Operational Emissions**.

Table III-3
Maximum Daily Operational Emissions

Emissions (lbs./day)						
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Operational Emissions	4	3.3	9.6	< 0.1	2.9	0.8
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.2 Output in Appendix B.						

As shown in Table III-3, operational peak daily emissions would be well below SCAQMD thresholds. Therefore, the Project would not substantially affect conformance with the AQMP or obstruct its implementation, the operational air quality impact of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or state nonattainment pollutants. As the Air Basin is currently in nonattainment for ozone and $PM_{2.5}$, development could exceed an air quality standard or contribute to a deterioration in existing or projected air quality. To determine the significance of the Project's incremental contribution to cumulative air quality emissions, the SCAQMD recommends assessment of a project's potential contribution to cumulative impacts using the same significance criteria used for project-specific impacts. If an individual project's construction or operational emissions would be less than significant, then an individual project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment. Based on the Project emissions reported in Tables III-2 and III-3, the Project's construction and operational emissions would be below SCAQMD thresholds. Therefore, the Project would not generate a cumulatively considerable increase in emissions for those pollutants for which Air Basin is in nonattainment; the Project impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations more susceptible to the effects of air pollution than the population at large. Land uses considered sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptor in the Project vicinity is a high school and associated athletic fields, located on the west side of Vineland Avenue, approximately 114.8 feet (35 meters) the west of the Project Site boundary.

Localized Significance Thresholds

Localized Significance Thresholds (LST) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative I-4 and are only applicable for certain criteria pollutants: oxides of nitrogen (NO_X), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). SCAQMD states the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency. This analysis considers construction emissions to evaluate potential impacts to sensitive receptors.

To determine if a project's maximum daily emissions may have a significant effect on nearby sensitive receptors, the SCAQMD provides LST screening thresholds for sites of 1-, 2-, and 5-acres, at various distances from potentially affected receptors. For this Project, LST impacts were evaluated based on the most stringent screening thresholds for the east San Fernando Valley for a one-acre site with a distance of 82 feet (25 meters) from the nearest sensitive receptor. The Project's estimated daily maximum on-site emissions of CO, NO_X, PM-10, and PM-2.5 generated during temporary construction activities, and the relevant LST screening levels, are listed in **Table III-4, Localized Significance Thresholds and Maximum On-site Construction Emissions**.

Table III-4
Localized Significance Thresholds and Maximum On-site Construction Emissions

LST 1 acre/25 meters E. San Fernando Valley [a]	Project Emissions (pounds/day)			
	CO	NO_X	PM_{10}	$PM_{2.5}$
Max. On-Site Emissions[(a)]	19.7	14.5	3.0	2.0
LST Threshold[(b)]	498	80	4	3
Exceeds Threshold?	No	No	No	No

Source: CalEEMod.2016.3.2 Output in Appendix B.

[a] Onsite construction emissions estimates reflect required regulatory compliance with SCAQMD regulations (Rule 403) for reducing construction dust emissions.

[b] From LST Methodology Appendix C-1 - Mass Rate LST Look-up Tables, Accessed on January 21, 2020, at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

As shown in Table III-4, daily onsite construction emissions resulting from the Project would not exceed LST thresholds; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project would result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum, and strong-smelling materials used in manufacturing, as well as some sewage treatment facilities and landfills. The Project involves no components related to these types of activities. Construction activities, such as

paving and architectural coating, may produce discernible odors typical of most construction sites. Such odors would be temporary, based on the duration of those construction phases. Any associated odors from operations, would not substantially vary from the existing uses on the Project Site, as the Project would replace an existing storage lot and building with indoor self-storage and artist studio offices. Therefore, Project operations would not generate substantial objectionable odors; impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. A significant impact may occur if a project would result in a substantial adverse effect on any species identified as a candidate, sensitive or special-status species in local or regional plans. The Project Site is located within in the North Hollywood area of the City, which has been previously developed and designated for Light Manufacturing uses. The Project Site consists of existing buildings and concrete hardscape on urban/disturbed or built-up land.

Records of documented occurrences of State or Federal endangered species identified in the Endangered Species Acts, as well as certain species of special concern designated by the California Department of

Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), have been inventoried in the California Natural Diversity Database (CNDDB), which is maintained by the CDFW. The CNDDB was queried for nine U.S. Geological Survey (USGS) 7.3-minute quadrangle regions containing and surrounding the Project Site.[15] The CNDDB, as well as California Native Plant Society (CNPS), literature search results are provided in **Appendix C**. The Project Site does not provide habitat for any of the species identified in the query results, no substantial adverse effect on any species is anticipated. Given the existing condition of the Project Site, the Project is not expected to have an impact on candidate, sensitive, or special-status species identified in local or regional plans, policies, or regulations by the CDFW or USFWS.

The Project would remove three non-protected eucalyptus trees from the Project Site.[16] The three non-protected trees would be replaced on-site with three additional trees of a new variety. Site perimeter landscaping would include the London plane tree (*Plantanus wrightii*), live oak tree (*Quercus virginiana*), brake light red yucca (*Hesperaloe perpa*), orange jubilee (*Tecoma 'orange jubilee'*), twin flowered agave (*Agave gemniflora*), yellow dot (*Wedelia trilobata*), and India hawthorne (*Raphiolepsis indica*).[17] The proposed landscape plan would be reviewed and approved by the Department of City Planning during the plan check process prior to issuance of a building permit.

Ground and vegetation disturbing activities, if conducted during the nesting bird season (February 1 to August 31), have the potential to result in removal or disturbance to vegetation that could contain active bird nests. Nesting birds may be disturbed by Project-related noise, lighting, dust, and human activities, which could result in nesting failure and the loss of eggs or nestlings. Project activities resulting in the loss of bird nests, eggs, and young, could violate the California Fish and Game Code.[18] In addition, removal or destruction of one or more active nests of any other birds listed by the federal Migratory Bird Treaty Act (MBTA) of 1918, whether nest damage was due to vegetation removal or to other construction activities, could violate the MBTA and California Fish and Game Code Section 3511. The loss of protected bird nests, eggs, or young due to construction activities would be a potentially significant impact. As a requirement of the MBTA, regulatory compliance measure **4-1**, requires nesting bird surveys, if construction activities cannot feasibly avoid the breeding bird season, to assure impacts are less than significant.

Regulatory Compliance Measure:

4-1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

Project construction will result in the removal of non-protected tree species from the Project Site and therefore may result in take of nesting native birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). California Fish and Game Code Sections 3503, 3503.5 and 3513 \ prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA).

- Project construction activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird

[15] USGS 7.3-minute quadrangle regions: San Fernando, Sunland, Condor Peak, Van Nuys, Burbank, Pasadena, Beverly Hills, Hollywood, Los Angeles.
[16] Tim McQueen, President, T.J. McQueen & Associates, Inc., Email correspondence with Envicom Corporation, March 20, 2020.
[17] T.J. McQueen & Associates, Inc., Conceptual Landscape Plan, Sheet La.01, October 3, 2019.
[18] California Fish and Game Code Sections 3503 (any bird nest), 3503.5 (birds-of-prey), or 3511 (Fully Protected birds).

season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (Fish and Game Code Section 86).

- If construction activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
  c. Alternatively, the Qualified Biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

b. No Impact. A significant impact may occur if a project would have a significant adverse effect on any sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS. Significant Ecological Areas (SEAs) are habitats designated by Los Angeles County for the promotion of biodiversity and contain irreplaceable biological resources. For SEAs, policies are established to conserve genetic and physical diversity by designating biological resource areas capable of sustaining themselves into the future. The Project is not located within a Los Angeles County designated SEA.[19] The Project Site and surrounding properties are located within a previously developed and urbanized area. The Project Site does not include any natural communities such as riparian habitat, coastal sage scrub, oak woodlands, or wetlands. Therefore, the Project would have no impact on sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

c. No Impact. A significant impact may occur if a project has a substantial adverse effect on federally protected wetlands or waters of the United States. According to the USFWS National Wetlands Mapper, no natural wetlands are located within the Project Site.[20] As the Project Site is urbanized and not

[19] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, Adopted October 6, 2015.

[20] U.S. Fish and Wildlife Service, National Wetlands Inventory, Surface Water and Wetlands, Accessed on March 5, 2020 at: https://www.fws.gov/wetlands/data/mapper.HTML.

located within any natural wetlands marshes, vernal pools, or waters of the United States, the Project would not remove or otherwise impair such areas and would therefore result in no impact.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact may occur if a project would substantially interfere with the movement of any native resident or migratory fish or wildlife species with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. A wildlife corridor contains physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed landscapes or landscapes fragmented by urban development. The urbanized Project Site is not within an area identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor.[21] As the Project Site is not located within a wildlife corridor, the Project would not substantially interfere with migratory corridors or impede wildlife movement and would have no impact.

Mitigation Measures: No mitigation measures are required.

e. No Impact. A significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City Protected Tree Ordinance ("Tree Ordinance").[22] The Tree Ordinance regulates tree protections, removal permitting, and replacements as applicable. The Tree Ordinance defines a Protected Tree as valley oak (*Quercus lobata*) and California live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*), southern California black walnut (*Juglans californica var. californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*) that measures four (4) inches or more in cumulative diameter, four and one-half feet (54 inches) above the ground level at the base of the tree.[23]

The Project would remove three non-protected eucalyptus trees from the Project Site and replace them with new tree varieties on-site. The three non-protected trees are not located in the City right-of-way along Vineland Avenue or Cleon Avenue and are not protected by the City Tree Ordinance. Given there are no protected trees located on-site, there would be no impact regarding conflicts with regard to the City Tree Ordinance.

f. No Impact. A significant impact would occur if a project would be inconsistent with mapping or policies of an adopted or approved conservation plan. The Project Site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Therefore, the Project would have no impact.

Mitigation Measures: No mitigation measures are required.

[21] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.2, Regional Habitat Linkages, Adopted October 6, 2015.
[22] City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21.
[23] LAMC, sec. 17.02 et. eq.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource pursuant in CEQA Section 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis

This analysis is based on a Phase I Cultural Resource Assessment prepared by Envicom Corporation dated January 17, 2020, provided in **Appendix D**. The Phase I Cultural Resource Assessment included a record search from the South Central Coastal Information Center (SCCIC) and California Native American Heritage Commission (NAHC), a review of historic maps and aerial images, and a pedestrian survey of the Subject Property.

a. Potentially Significant Unless Mitigation Incorporated. A project would have a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5. The Phase I Cultural Resource Assessment involved a SCCIC record search of the subject property plus a 0.5-mile radius surrounding the Subject Property ("study area"). The results of the SCCIC record search found no previously identified cultural resources within the Project Site, however, three historic built environment cultural resources were located within the surrounding 0.5-mile Study Area. There are three historic built environment resources in the area – El Portal theatre, a commercial building, and a Southern Pacific railroad depot – not located on or adjacent to the Subject Property. The results of the NAHC record searches were negative for cultural resources within the study area. In addition, the Project Site is not listed in the National Register of Historic Places or the California Register of Historical Resources as defined in Public Resources Code section 5020.1(k) or SurveyLA. The Project Site is not located within, or designated as, a Historic Cultural Monument, a historic district, or other historic overlay zone.[24]

Examination of USGS maps, aerial images, and satellite images indicated that the Subject Property could contain subsurface cultural resources dating to prior to the 1940s. Therefore, the Project is located within an area the Phase I Cultural Resource Assessment considered sensitive for potentially-present cultural resources. Mitigation measures are provided to reduce the impact of ground-disturbing activities on any potentially-present cultural resources. Mitigation measure **5-1** requires archaeological monitoring, during removal of asphalt and above-ground structures and grading to bedrock, and mitigation measure **5-2** establishes a discovery protocol if potentially significant intact deposits are encountered during

[24] SurveyLA, Historic Resources Survey Report, North Hollywood-Valley Village Community Plan Area, February 26, 2013, Accessed on February 10, 2020 at: https://planning.lacity.org/odocument/c423999b-e386-40d3-abe3-325022c47fce/NHL_Report_Final_2.26.13.pdf.

excavation. Implementation of Mitigation Measures 5-1 and 5-2 would reduce impacts on potentially present cultural resources to less than significant.

Mitigation Measures:

5-1 Archaeological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present cultural resources, an archaeological monitor that meets the Secretary of Interior's professional qualification standards shall monitor asphalt removal, above ground structure removal, and ground-disturbing activities from surface to bedrock. The purpose of having an archaeologist on site is to assess if any significant cultural resources are encountered during ground-disturbing activities. If such features are identified, then the "discovery" protocol will be followed.

The archaeological monitor shall collect any diagnostic historic material uncovered through grading within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the "discovery" protocol shall be followed.

A final Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring the demolition and ground-disturbing activities on the Project Site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the final Monitoring Report.

All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials determined important shall be curated at an appropriate depository or returned to the Applicant or Project Proponent for public display. If important materials are found during monitoring, a Curation Plan may be required for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and any processing, analysis, and curation of all artifacts shall be the responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act.

5-2 Archaeological Discovery Protocol

The following "discovery" protocol shall be followed if potentially significant intact deposits are encountered within an undisturbed context during ground-disturbing activities. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or ground-disturbing activities within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior

archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the Applicant or Project Proponent's Project Manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to site monitoring, based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery shall be the responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act. All individual reports, including the final Monitoring Report, will be submitted to the South Central Coastal Information Center at the conclusion of the Project.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the CEQA Guidelines defines criteria for determining the significance of cultural resources. The records search results from the SCCIC identified no previously identified cultural resources within the Subject Property. However, the Phase I Cultural Resource Assessment considered the Subject Property sensitive for older cultural resources based on an examination of USGS maps, satellite image database, and aerial photo databases, which showed evidence of development prior to the 1940s. The results from the NAHC record search were received on January 10, 2020 with negative findings. Further cultural resource assessment prior to construction for archaeological resources is not necessary due to the Subject Property being fully paved.

In accordance with the federal, State, and local guidelines, including those set forth in the California Public Resources Code (PRC) Section 21083.2, if unknown archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find. PRC Section 21083.2 prohibits personnel from collecting or moving any archaeological materials and associated materials discovered during excavation, grading, or construction activities. PRC Section 21083.2 requires found deposits to be treated in accordance with federal, State, and local regulations. Mitigation measure 5-1 requires archaeological monitoring and mitigation measure 5-2 establishes a discovery protocol if potentially significant intact deposits are encountered during excavation. Implementation of mitigation measures 5-1 and 5-2 would reduce impacts on potentially present archaeological resources to less than significant.

Mitigation Measures: Mitigation measures 5-1 and 5-2 shall apply.

c. Less than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the Project Site. The results of the SCCIC and NAHC record searches were negative for cultural resources within the Project Site. While no formal cemeteries, other places of human internment, or burial grounds are known to occur within the Project Site, there is a possibility that human remains can be unexpectedly encountered during ground disturbing activities. If human remains are encountered unexpectedly during ground disturbing activities, regulatory requirements specified in State Health and Safety Code Section 7050.5 require that no further disturbance occur until

the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.[25] If human remains of Native American origin are discovered during construction, compliance with state laws, within the jurisdiction of the NAHC (PRC Section 5097), relating to the disposition of Native American burials must be adhered to. Based on the ground disturbance history of the Project Site, the in-fill location, and the proposed depth of excavation, the inadvertent discovery of human remains is not reasonably expected but remains a possibility during ground disturbances. Regulatory compliance measure **5-3** establishes a discovery protocol for inadvertent discovery of human remains. Implementation of Regulatory compliance measure 5-3 would reduce potential impacts in the event of the inadvertent discovery of human remains to less than significant.

Regulatory Compliance Measure:

5-3 Inadvertent Discovery of Human Remains

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site.

[25] Contact: Los Angeles County, Department of Coroner, 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8am-5pm, Monday -Friday) 323-343-0714 (After hours, Saturday, Sunday, and Holidays).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY				
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the CalEEMod output sheets dated August 7, 2020, and Fuel Consumption by Construction Phase Worksheet provided in **Appendix B**.

a. Less than Significant Impact. A significant impact would occur if a project would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation.

Construction

During construction, the Project would use heavy-duty equipment for demolition, grading, paving, architectural coating, and building. Construction also involves trucks for material and supplies delivery, as well as powered hand tools. The majority of the equipment would likely be diesel-fueled. Smaller equipment, such as welders and pumps, may be electric-, gasoline-, or natural gas-fueled, and tower cranes would likely be electric. The California Code of Regulations (CCR), requires drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds not to idle the vehicle's primary diesel engine longer than five minutes at any location.[26] Compliance with this regulation would also result in efficient use of construction-related energy and prevent unnecessary consumption of energy from diesel fuel.

According to carbon dioxide (CO_2) emission factors for transportation fuels published by the U.S. Energy Information Administration, burning one gallon of diesel fuel generates approximately 22.4 pounds of CO_2 and burning one gallon of petroleum-based gasoline produces approximately 19.6 pounds of CO_2.[27] Based on these emissions factors and total Project construction-related CO_2 emissions, Project consumption of diesel and petroleum-based gasoline during construction is shown in **Table VI-1, Fuel Consumption During Construction**. The calculations are shown in a Construction Fuel Consumption Worksheet provided in Appendix B following the CalEEMod output sheets.

[26] California Code of Regulations, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
[27] U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.

Table VI-1
Fuel Consumption During Construction

Energy Type	Total MT CO_2	Total CO_2 pounds [a]	CO_2 emission factors	Total Gallons Consumed
Total Diesel	365.62	806,054	22.4	**35,985**
Total Gasoline	76.45	168,543	19.6	**8,599**
Source: CalEEMod, Vineland and Cleon Fuel Consumption by Construction Phase Worksheet, Appendix B. [a] 1 MT = 2,204.62 lbs. (approx.)				

As shown in Table VI-1, based on U.S. Energy Information Administration fuel consumption factors and the estimated "total CO_2" emissions from the CalEEMod output sheets, Project construction would consume a total of approximately 35,985 gallons of diesel fuel and approximately 8,599 gallons of gasoline. In 2015, 15.1 billion gallons of gasoline were sold in California,[28] and 4.2 billion gallons of diesel, including off-road diesel, was sold in California.[29] As such, the use of construction equipment, transportation of materials, and workers necessary for Project construction would not represent a substantial proportion of annual gasoline or diesel fuel use in California.

Adherence to CCR Section 2485 and California Air Resources Board anti-idling regulations for off-road diesel-fueled fleets would reduce the potential for wasteful use of energy by construction equipment. Due to the temporary duration of construction and the necessity of fuel consumption inherent in construction, fuel consumption would not be excessive or substantial with respect to fuel supplies. The energy demands associated with fuel consumption during construction is typical for developments of similar size and would not necessitate additional energy facilities or distribution infrastructure. Therefore, as Project construction would not result in wasteful, inefficient, or unnecessary consumption of energy resources, impacts would be less than significant.

Operations – Electricity

The Project would generate additional demand for electricity from the Los Angeles Department of Water and Power. As estimated by CalEEMod, the proposed Project's total electricity demand would be approximately 729,215 kilowatt-hour a year (kWh/year) or 729.2 megawatt-hours a year (MWh/year). The Los Angeles Department of Water and Power supplies more than 24 million MWh/year of electricity to the City's residential and business customers.[30] The Project would replace an existing use within the Los Angeles Department of Water and Power service area and represent approximately 0.003 percent of the yearly electricity demand, a negligible increase in relation to the entire City's electricity demand. Therefore, the Project would not result in a significant environmental impact resulting from the increase in electricity demand.

In addition, the Project would be required to comply with applicable portions of the California Energy Code and California Green Building Standards Code (Title 24 of the California Code of Regulations) in effect at the time of building permit issuance, which establish standards for sustainable site development, energy efficiency, water conservation, and material conservation. The Los Angeles Department of Water and Power has increased renewable energy through active procurement of renewable resources included

[28] California Energy Commission, California Gasoline Data, Facts, and Statistics, Accessed March 4, 2020 at: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/.
[29] California Energy Commission, Diesel Fuel Data, Facts, and Statistics, Accessed March 4, 2020 at: https://ww2.energy.ca.gov/almanac/transportation_data/diesel.html.
[30] LADWP, Power Today, Accessed on March 4, 2020 at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1595016012439636.

in the Renewable Portfolio Standard[31] and the Strategic Long-Term Resource Planning,[32] which specifies a roadmap for providing reliable and sustainable electricity use to customers through 2050. The Project would be designed to meet or exceed all City Building Code and Title 24 requirements and incorporate eco-friendly building materials, systems, fixtures wherever feasible, including Energy Star appliances. As a design feature, the Project would install the solar panels at the time of construction.[33] Through project design features, compliance with applicable regulations, and continued energy efficient programs implemented by the Los Angeles Department of Water and Power, the Project would not result in wasteful or inefficient use of electricity energy supplies and impacts would be less than significant.

Operations - Natural Gas

The Project would generate additional demand for natural gas from the Southern California Gas Company (SoCalGas). Total Project demand for natural gas would be approximately 274,101 kilo British-thermal unit per year (KBTU/year) as estimated by CalEEMod outputs in Appendix B. According to the California Energy Commission, Los Angeles County consumed 2,921.4 million therms or 292,030,272,740 KBTU/year of natural gas in 2018.[34] Project demand represents approximately 0.00009 percent of the natural gas consumption in Los Angeles County in 2018, a negligible amount relative to Countywide consumption. In addition, the Project is required to comply with applicable portions of the California Energy Code and California Green Building Standards Code, which sets standards for sustainable site development, energy efficiency, water conservation, and material conservation. By requiring compliance with applicable regulations, the Project would not result in wasteful or inefficient use of natural gas energy supplies, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact may occur if a project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The local plan for renewable energy is the 2019 Sustainable City Plan or L.A.'s Green New Deal (Green LA). The energy focus areas of Green LA indicates a need to increase Los Angeles Department of Water and Power energy production from renewables, biogas, and natural gas, and reduce energy imports from coal-fired plants, prepare a set of green building policies to guide private sector development,[35] reduce energy use in City buildings and facilities, and incentivize public use of energy efficient lighting and appliances. Green LA focus areas regarding water, transportation, land use, and waste, generally indicate a need to increase water conservation and reduce per capita water consumption by 20 percent, convert City fleets to alternative fuel use and promote transit use and walking/biking, promote high-density housing near transportation arteries and transit stations, and increase recycling. Green LA's focus areas for port and airport operations, parks/open space, green economic sector promotion, and adaptation/response to climate-related emergencies are specific to uses in those locations/sectors, and as such, are unrelated to the Project.

As a regulatory requirement of the City Department of Building and Safety review process, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and

[31] LADWP, Power Today, Sustainability, Accessed on March 4, 2020 at: ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1596243708636711

[32] LADWP, Power Strategic Long Term Resource Plan, December 2017.

[33] Jessi Thornton, Nimble Consulting, LLC, email correspondence with Envicom Corporation, October 5, 2020.

[34] California Energy Commission, Gas Consumption by County, Los Angeles County in 2018, Accessed on March 4, 2020 at: https://ecdms.energy.ca.gov/gasbycounty.aspx.

[35] The Los Angeles Green Building Standards Code is based on the California Green Building Standards Code that was developed and mandated by the State to attain consistency among the various jurisdictions within the State, reduce the building's energy and water use, reduce waste, and reduce the carbon footprint.

efficiency. The LAMC incorporates the CALGreen Code Title 24 standards. CALGreen Code standards require projects to provide energy saving features, establish minimum standards for energy efficient construction practices, and increased energy efficiency. The Project would be built to the code standards in effect at the time of permit issuance. Because the Project would replace an existing building, newer and more stringent codes would be required. In addition, the Project would incorporate design features including short-term and long-term bicycle parking to encourage active transportation, eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-Volatile Organic Compound (VOC) paints/adhesives, drought tolerant planting and a high performance building envelope to ensure the Project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. As the Project would comply with regulatory requirements and consist of energy efficient design features, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological features?	☐	☒	☐	☐

Impact Analysis

The following analysis is based on the Geotechnical Engineering Report (Geotechnical Report) by Terracon Consultants, Inc., dated August 14, 2019, and provided in **Appendix E**.

a. i. Less than Significant Impact. A significant impact may occur if a project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. The Project Site is not located in a state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards.[36] Therefore, the potential for surface rupture due to faulting is low. The nearest active fault is the Hollywood Fault, located approximately 4.4 miles from the Project Site.[37] As the potential for surface rupture of a known earthquake fault is low, the Project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

a. ii. Less than Significant Impact. A significant impact may occur if a project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking. As with all of southern California, the Project Site is in a seismically active area, has experienced previous earthquakes from regional faults, and may be subject to strong ground shaking during seismic activity. The Project is located approximately four miles from the Hollywood Fault within the Transverse Ranges and Los Angeles Basin.[38] Hazards associated with ground-shaking can be reduced by designing and constructing the Project in conformance with building code standards and recommended engineering practices. Compliance with the City Department of Building and Safety plan check process and regulatory compliance measure **7-1** would ensure the Project incorporates the recommendations in the Geotechnical Report into final site plans, ensuring potential seismic ground shaking impacts are less than significant.

Regulatory Compliance Measure:

7-1 Geology and Soils

Prior to the issuance of a grading or building permit, the Applicant shall incorporate the recommendations in the Geotechnical Report dated August 14, 2019, revised July 24, 2020, prepared by Terracon Consultants, Inc. into final site plans to the satisfaction of the City Department of Building and Safety. The recommendations of more recent reports or addenda shall supersede if recommendations for the same project are provided in updated reports or addenda. Recommendations from a Soils Report Approval Letter from the Department of Building and Safety shall be incorporated as applicable into final project plans to the satisfaction of the Department of Building and Safety.

a. iii. Less than Significant Impact. A significant impact may occur if a project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction. Liquefaction is a mode of ground failure that results from the generation of high pore water pressures released during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The Project Site is located within a liquefaction zone.[39] Terracon performed a liquefaction analysis according to California Department of Conservation, Division of Mines and Geology (DMG) Special Publication 117 and City criteria. Subsurface soils encountered at the Project Site consisted of

[36] City of Los Angeles, ZIMAS, Accessed on February 25, 2020 at: http://zimas.lacity.org/.
[37] Terracon GeoReport, Revised Geotechnical Engineering Report, July 24, 2020, page 5.
[38] City of Los Angeles, ZIMAS, Accessed on February 25, 2020 at: http://zimas.lacity.org/.
[39] City of Los Angeles, ZIMAS, Accessed February 25, 2020 at: http://zimas.lacity.org/.

loose to very dense sands with varying amounts of silt to an approximate depth of 71 feet below grade. Groundwater was not encountered at the time of drilling. Based on nearby well data, the highest groundwater depth reported in the vicinity of the Project Site is greater than 100 feet below ground surface. Due to the depth to historical high groundwater, liquefaction potential at the Project Site is low. The City Department of Building and Safety would review the Project through the plan check process to ensure compliance with applicable Building Code requirements for seismic safety. Regulatory compliance measure 7-1 requires the recommendations within the Geotechnical Report to be incorporated into final site plans. Therefore, impacts to seismic-related ground failure including liquefaction would be less than significant.

Mitigation Measures: No mitigation measures are required.

a. iv. No Impact. A significant impact may occur if a project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides. The Project Site is relatively level, and is not located within a hillside or landslide area.[40] There are no known landslides near the site, nor is the Project Site in the path of any known or potential landslides. The topography at the Project Site is relatively level and the Project Site is not adjacent to any steeply sloping areas. Therefore, the Project would have no impact related to landslides.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact may occur if a project would result in substantial soil erosion or the loss of topsoil. During construction, the Project would be required to implement erosion and sediment control Best Management Practices (BMPs) to prevent erosion and sediment loss and the discharge of construction wastes to prevent erosion and sedimentation.[41] Standard BMPs for construction sites include, but are not limited to, erosion and sediment controls such as scheduling, silt fencing, sandbags, and straw wattles to eliminate the water quality problems associated with sedimentation from stormwater runoff. Compliance with regulatory requirements would reduce impacts during construction to a less than significant level.

During operations, the Project would be required to comply with the City Low Impact Development (LID) Ordinance (Ordinance No. 181899). The LID Ordinance requires reducing erosion and sedimentation during operations through a set of site design approaches and BMPs to address runoff and pollution at the source. Given the urban setting, most of the Project Site would be paved, thus reducing erosion potential. Stormwater would be collected into a dry well system for treatment and infiltration, overflows would exit the Project Site through sheet flow to existing street gutters in accordance with LID Ordinance requirements. The existing drainage pattern would be maintained while treating the stormwater as well as decreasing the stormwater volumes and flows exiting the Project Site.[42] Therefore, erosion impacts during operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

[40] City of Los Angeles, ZIMAS, accessed September 18, 2019 at: http://zimas.lacity.org/.
[41] LAMC, Chapter 6, Public Works and Property, Article 1, Section 61.02. Abatement of Erosion or Flood Hazard.
[42] Robert J. DePrat, P.E., President/CEO, Blue Peak Engineering, Inc., Email correspondence with Envicom Corporation, February 12, 2020.

c. Less than Significant Impact. A significant impact may occur if a project is built on a geologic unit or soil that is unstable, or that would become unstable, as a result of a project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

The topography of the Project Site and vicinity is relatively level. There are no known landslides near the Project Site. Therefore, the potential for slope stability hazards to adversely affect the Project is low. Lateral spreading usually occurs along the weak shear zones within a liquefiable soil layer and has been observed where free face topography (i.e., channels, rivers, slopes, etc.) is in the vicinity of a site. As there are no free face topographical features located near the Project Site and no liquefiable layers within the upper 50 feet of the soil, lateral spreading potential is considered negligible and unlikely to occur.[43]

Subsidence, a vertical displacement or sinking of land, occurs due to the withdrawal of groundwater, oil, or natural gas. As stated, the Project is located within a liquefaction hazard zone. Terracon Consultants performed a liquefaction analysis in accordance with DMG Special Publication 117 and City criteria. Although liquefiable soils were not encountered within the upper 50 feet of soil, the analysis indicated total seismically induced settlement of dry sands on the order of two to 26 inches. Based on this, the estimated subsidence would occur during a significant seismic event, significant subsidence during typical, static conditions is not anticipated.[44] Provided the Project complies with all applicable LAMC requirements and the Geotechnical Report recommendations, as required by mitigation measure 7-1, the Project Site would be suitable based upon geotechnical conditions encountered in the test borings. Therefore, subsidence impacts would be less than significant with mitigation incorporated.

The Project Site is located within a liquefaction zone; however, the liquefaction potential is low due to the depth to groundwater. Regulatory Compliance Measure 7-1 requires the Project to implement the recommendations within the Geotechnical Report by to ensure the Project is built on soils that are sufficiently stable to support the load proposed by the Project. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project is located on expansive soil, creating substantial direct or indirect risks to life or property. Expansive soils contain high amounts of clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subject to uplift caused by the swelling. The Geotechnical Report investigated samples from four borings taken at depths of three to 71 feet below existing grade and two cone penetration test soundings at depths of 45 feet below grade. Fills and native soils at the site consist of:

- Silty sand at 5 feet below grade,
- Poorly graded sand with varying amounts of silt at 35 feet below grade,
- Silty sand at 40 to 45 feet below grade,
- Poorly graded sand with varying amounts of silt and clay at 65 to 68.5 feet below grade, and
- Poorly graded sand with gravel at 71 feet below grade.

Based on the subsurface investigation, the on-site sandy soils are generally non-plastic and therefore not expansive. Regulatory compliance measure 7-1 requires incorporation of recommendations within the Geotechnical Report into final Site Plans and recommendations from the City Department of Building

[43] McCranie, Abigail, EIT, Terracon Consultants, Inc., Email Correspondence with Nimble Consulting, LLC on August 7, 2020.
[44] McCranie, Abigail, EIT, Terracon Consultants, Inc., Email Correspondence with Nimble Consulting, LLC on August 7, 2020.

and Safety. Implementation of regulatory compliance measure 7-1 would reduce soil impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

e. No Impact. A significant impact may occur if a site contains soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available. The Project Site is located in a developed area of the City served by an existing wastewater collection, conveyance, and treatment system operated by the Los Angeles Bureau of Sanitation (LA Sanitation). No septic tanks or alternative onsite wastewater disposal systems are proposed for the Project. Therefore, the Project would have no impact.

Mitigation Measures: No mitigation measures are required.

f. Potentially Significant Unless Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms from the geologic past and the accompanying geologic strata. The rock type exposed at the surface can indicate the potential for fossils. The Project Site is situated within the eastern Transverse Range Geomorphic Province in southern California. Geologic structures within the Transverse Ranges Province trend mostly east to west, in contrast to the prevailing northwest trend observed elsewhere in the state. The Transverse Range Province contains the highest peaks composed of pre-Phanerozoic rocks south of the Sierra Nevada, four of the eight islands off the southern California coast, and is both bounded and transected by several major fault zones. Surficial geologic units mapped at the Project Site consist of Quaternary recent alluvium deposits. In assessing the potential for the site to yield paleontological resources during ground disturbance, the Phase I Cultural Resource Assessment requested a record search at the Natural History Museum of Los Angeles County (NHM). The NHM confirmed the Project Site is within areas considered sensitive for paleontological resources and fossil-bearing rock formations and recommended monitoring of substantial extractions of soil, particularly those extending into older Quaternary deposits. Given the Project proposes soil extraction for a basement level, and to reduce impacts to any paleontological resources inadvertently encountered, mitigation measure **7-2** requires paleontological monitoring during ground-disturbing activities that directly impact bedrock. Implementation of mitigation measure 7-2 would reduce impacts to potentially present paleontological resources to less than significant.

Mitigation Measure:

7-2 Paleontological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present paleontological resources, a qualified paleontological monitor shall monitor ground-disturbing activities that directly impact bedrock. The paleontological monitor shall collect any fossil material uncovered through grading that is found within a disturbed context, and shall halt construction within 50-feet of a potentially significant fossil resource as necessary. Fossils collected from a disturbed context, or fossils that do not warrant additional assessment, can be collected without the need to halt grading.

If fossils are encountered that cannot be removed during grading and that the monitor believes need further assessment, then the following "discovery" protocol shall be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery may be described in the monitor's daily log and final Monitoring Report.

Discovery Protocol: All fossils recovered that may be of importance to California paleontology shall be cleaned, analyzed, and described within a final Monitoring Report. All materials shall be curated at the Natural History Museum of Los Angeles County or placed on public display by the owner. If important fossils are found during monitoring, the monitor shall prepare a Curation Plan for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the Applicant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Analysis

Greenhouse gases (GHGs) can contribute to an increase in the temperature of the earth's atmosphere by absorbing infrared radiation transmitted by the sun, thereby trapping and retaining heat. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. The CEQA Guidelines define the following as GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).[45]

Each GHG differs in its mass and ability to trap heat within the atmosphere based on factors such as capacity to directly absorb radiation, length of time in the atmosphere, and chemical transformations that create new GHGs. Because the warming potential of each GHG differs, GHG emissions are typically expressed in terms of carbon dioxide equivalents (CO_2e), common expression for the combined volume and warming potential of the GHGs generated by an emitter. Total GHG emissions from individual sources are generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents ($MTCO_2e$). The following impact analysis is based on the CalEEMod outputs in Appendix B.

a. Less than Significant Impact. A significant impact would occur if the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Construction

During construction, the operation of equipment, disposal of construction waste, and use of materials (paint, asphalt, etc.) would result in the short-term emission of GHGs. Total construction-related GHG emissions generated over the full duration of the construction period are provided in **Table VIII-1, Construction Greenhouse Gas Emissions**. SCAQMD guidance for GHG emissions analysis for construction recommends the amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Therefore, the amortized amount is also provided.

Table VIII-1
Construction Greenhouse Gas Emissions

	$MTCO_2e$
Total Construction GHG emissions	409
Amortized (over 30-year lifetime span)	14
Source: Annual CalEEMod.2016.3.2 output provided in Appendix B.	

[45] California Code of Regulations, Section 15364.5 Greenhouse Gas, Article 20, Definitions.

As shown in Table VIII-1, total emissions resulting from construction would be 409 $MTCO_2e$ and the 30-year amortized emissions would be 14 $MTCO_2e$. This amortized amount is added to the annual operational period emissions, evaluated below, to determine the Project's annual GHG emissions level of significance.

Operations

Project operations would result in GHG emissions from mobile sources, on-site use of heating, ventilation and air conditioning equipment, and off-site sources such as electricity generation, water distribution and treatment, disposal of solid waste, and wastewater treatment.

The SCAQMD CEQA Significance Thresholds GHG Working Group recommended a threshold of 3,000 $MTCO_2e$ per year for non-industrial land use projects. The SCAQMD has not adopted these screening thresholds and the timeline for adoption is uncertain. For the purpose of analyzing Project GHG emissions, this evaluation uses the proposed 3,000 $MTCO_2e$ per year screening threshold for non-industrial projects as a point of comparison. Total operational emissions, plus the annualized construction emissions, are provided in **Table VIII-2**, **Operational Greenhouse Gas Emissions.**

Table VIII-2
Operational Greenhouse Gas Emissions

Consumption Source	$MTCO_2e$
Area Sources	< 0.1
Energy Utilization	421.7
Mobile Source	519.4
Solid Waste Generation	70.5
Water Consumption	301.0
Annualized Construction	14
Total	**1,326.6**
SCAQMD Recommended Threshold	3,000.00
Source: Annual CalEEMod.2016.3.2 output provided in Appendix B.	

As shown in Table VIII-2, with the addition of amortized construction emissions, the total Project annual GHG emissions would be approximately 1,326.6 $MTCO_2e$. GHG emissions from mobile sources, as shown in Table VIII-2, are a gross total. No "credit" for removing the existing use was considered for the consumption sources shown in the Table VIII-2. As such, total Project operational emissions of GHGs would be somewhat less. Total Project GHG emissions would be less than the threshold of 3,000 $MTCO_2e$; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A project could have a significant impact if it would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established mandatory provisions and GHG reduction targets within specified time frames, including a requirement that California's GHG emissions be reduced to 1990 levels by 2020. In 2014, the California Air Resources Board (CARB) updated its Scoping Plan, which details strategies to meet that goal. Executive Order S-3-05 aims to reduce statewide GHG emissions to 80 percent below 1990 levels by 2050. In 2015, the City released the Sustainable City pLAn (L.A.'s Green New Deal) with goals such as to reduce GHG emissions by at least 55 percent by 2035 from a 2008 baseline and to eliminate use of coal-fired electricity by 2025.

The local climate action plan for the City is Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), adopted in May 2007. Green LA is the City of Los Angeles' Climate Action Plan (CAP). The Green LA CAP sets a goal of reducing GHG emissions to 35% below 1990 levels by 2030 by implementing actions focusing on Energy, Water, Transportation, Land Use, and Waste, as well as actions specific to Port and Airport operations, City Park and Open Space, Green Sector Economy, and Adaptation. Climate LA is the implementation program for the Green LA CAP. Climate LA details action items within the Green LA CAP. To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, Environment LA, proposed the following goals in their Green LA and Climate LA plans: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; and reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy.

The SCAQMD CEQA Greenhouse Gas Significance Threshold working group recommended a tiered set of thresholds for Greenhouse Gas significance adopted for projects where SCAQMD is the lead agency. As there are no other locally-adopted thresholds, the recommended tiered thresholds are used. Projects with less than significant impacts with regard to GHG emissions are consistent with approved local or regional plans adopted for the purposes of reducing GHG. Therefore, the Project impact would be less than significant if the Project is consistent with Green LA and Climate LA. CalEEMod quantified the estimated Project GHG emissions in terms of Metric Tons of Carbon Dioxide Equivalent (MTCO2e). Total Project GHG emissions would be approximately 1,004.4 $MTCO_2e$, less than the SCAQMD CEQA Greenhouse Gas Significance Threshold working group threshold of 3,000 $MTCO_2e$. Therefore, the Project would not interfere or conflict with local and regional goals and policies aimed at reducing the generation of GHG emissions, impacts would be less than significant.

The Project would be required to comply with applicable requirements of the Los Angeles Green Building Standards Code, and by extension, the California Green Building Standards Code for efficiency and sustainability, including requirements that reduce GHG emissions associated with energy use, water, and waste. Therefore, the Project would not conflict with, or interfere with the City's ability to implement the CAP (Green LA and Climate LA). In addition to Green LA and Climate LA, the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, aims to reduce the State's GHG emissions through linking transportation and land use planning. SB 375 requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy as a part of a Regional Transportation Plan. The Metropolitan Planning Organization for the Project Site is the Southern California Association of Governments (SCAG). SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. As discussed in Section III, Air Quality, the Project would be consistent with the current City General Plan and Community Plan land use designation for the Project Site and would not create housing or otherwise lead to substantial unplanned population growth in the vicinity. Therefore, the Project would not be in conflict with population growth projections of the 2016 Regional Transportation Plan/Sustainable Communities Strategy or its goals associated with GHG reductions. As the Project would not interfere or conflict with local and regional goals and policies aimed at reducing the generation of GHG emissions, the Project impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based on a Phase II Subsurface Investigation Report dated November 14, 2019 (2019 Phase II Investigation) prepared by Roux Associates, Inc. (Roux), in **Appendix F**. Roux reviewed the following three previous technical studies for the 2019 Phase II Investigation: a Phase II Subsurface Investigation dated September 12, 2018 (2018 Phase II Investigation) by Fulcrum Resources Environmental, a Phase I Environmental Site Assessment (ESA) dated August 15, 2018 (2018 Phase I ESA) prepared by DCI Environmental Services, and a Phase I ESA dated November 21, 2007 (2007 Phase I ESA) prepared by Environmental Applications, Inc. The September 2018 Phase II Investigation, August 2018 Phase I ESA, and 2007 Phase I ESA are available for review in the Project case file.

Impact Analysis

a. Less than Significant Impact. A significant impact may occur if a project involves the routine transport, use, or disposal of hazardous materials, of sufficient type and quantity, to create a significant

hazard to the public or the environment. Construction requires the transport and use of paints, solvents, and equipment fuel. Construction personnel are responsible for compliance with applicable safety procedures, manufacturer specifications, and Federal and State Occupational Safety and Health Administration regulations. The transport, use, and disposal of hazardous materials in compliance with applicable safety regulations would not represent a significant hazard to the public or environment. Project operations would involve the routine transport, use, or disposal of commonly used hazardous materials. The hazardous materials include cleaning supplies and solvents used for housekeeping, janitorial services, and landscape maintenance. The transport, use, and storage of these materials would not create a significant hazard to the public or the environment through compliance with manufacturer specifications and State Health and Safety Code regulations.

The Project involves the demolition and removal of an existing building and surface parking lot on the Project Site as shown in Figure 3, Existing Uses. Existing and previous building operations involved the transport, use, and disposal of hazardous materials, including petroleum-based oils, aqueous-based solvents, coolant, compressed gases, and waste oil stored in 55-gallon drums. Given the age of the existing building constructed in 1959, as shown in Los Angeles County Assessor data, there is potential for Asbestos Containing Materials (ACMs) and lead-based paints (LBPs) in building materials. The existing building was constructed prior to bans on ACMs in 1989 and LBP in 1978. Surveys for ACM and LBP were outside the scope of the 2018 Phase I ESA and 2019 Phase II Subsurface Investigation. To address the potential for encountering ACMs or LBP during demolition of the existing building, regulatory compliance measure **9-1** requires ACM and LBP surveys, and if present, disposal prior to demolition in accordance with applicable regulations. Regulatory compliance measure 9-1 would reduce the impact regarding the creation of a significant hazard due to the disposal of hazardous materials to less than significant.

Regulatory Compliance Measure:

9-1 Disposal of Potential Existing Hazardous Materials

Asbestos. Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the existing building. If ACMs are present, ACMs shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 and all other applicable State and Federal rules and regulations.

Lead Paint. Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Administration regulations.

b. Potentially Significant Unless Mitigation Incorporated. A project may have a significant impact if a project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The 2019 Phase II Investigation notes the Project Site was first developed for residential (1924) and later converted to commercial use with issuance of a permit for a gasoline station (1954) and the installation of three 1,000-gallon underground storage tanks (USTs) containing gasoline (1955). The Project Site also became a wrecking yard in 1955. The existing building on the Project Site was

constructed in 1959 for automobile repair. The three USTs and dispensers were removed (1995) and soil samples were collected. Total petroleum hydrocarbons as gasoline (TPH-g), benzene, toluene, ethylbenzene, and total xylenes (BTEX) were within acceptable limits. Based on the lack of contamination detected in the soil samples, the City Fire Department terminated the UST permit and archived the closed file.

The 2018 Phase I ESA found no USTs, interceptors/clarifiers, or other sources of hazardous wastes at the Project Site and recommended no additional investigation, concluding the Project Site was safe for the existing use. The 2018 Phase I ESA identified portions of the Project Site were contaminated with low concentrations of petroleum hydrocarbons, ethylene glycol, and heavy metals released from damaged vehicles. The 2018 Phase I ESA recommended a soil vapor survey to confirm the Project Site would be safe for redevelopment to a previously-proposed residential use. Accordingly, the 2018 Phase II Investigation assessed soil conditions and vapor intrusion to residential standards. The 2018 Phase II Subsurface Investigation found: no existing USTs or piping, Volatile Organic Compounds (VOC) were within acceptable limits, with the exception of Tetrachloroethene (PCE), which was above residential screening levels in one soil vapor sample.[46] PCE is a manufactured chemical used for dry cleaning fabrics and degreasing metal. As a result of the concentration of PCE, found in one of the seven soil vapor probes, Fulcrum evaluated the sample using California Department of Toxic Substances Control methodology, for intrusion risk under a residential use scenario. The 2018 Phase II Investigation concluded the detected concentration of PCE did not indicate a human or environmental health risk from vapor intrusion.

Given a change in ownership, and a change in the proposed use from residential to light industrial, Roux prepared a 2019 Phase II Investigation. The 2019 Phase II Investigation expanded on previous technical studies to fully address prior environmental conditions. Due to the prior use as a wrecking yard and auto repair, the 2019 Phase II Investigation: 1) collected shallow soil samples to analyze petroleum hydrocarbons and metals 2) analyzed the nature and extent of PCE detected above residential limits in the southern portion of the Project Site reported in the 2018 Phase II Investigation, and 3) collect soil vapor samples from the area of the former USTs.

The 2019 Phase II Investigation found that one of the 14 samples for metals contained a concentration of arsenic and two of the 14 samples for lead exceeded regulatory criteria. Therefore, mitigation measure **9-1** requires investigation and remediation prior to construction. Seven of fifteen soil samples contained detectable concentrations of Total Petroleum Hydrocarbons (TPH) above reporting limits; although all the concentrations of TPH were below the San Francisco Regional Water Quality Control Board Tier I Environmental Screening Levels.[47] Levels of t-butyl alcohol (TBA) were detected in five of nine soil samples; although no screening level for TBA is established.

To assess soil vapor, the 2019 Phase II Investigation collected nine soil vapor samples from temporary soil vapor probes. Total Petroleum Hydrocarbons as gasoline (TPH-g) were not detected above reporting limits. Although 14 individual VOC constituents [48] were above laboratory reporting limits in one or more of soil vapor sample, chlorinated solvent tetrachloroethene (PCE) was the only VOC constituent above

[46] The concentration of PCE of 1,400 µg/m3 in one sample (SVP-10) exceeded the Environmental Screening Levels of 238 µg/m3 for PCE under a residential use scenario.

[47] Although the Project Site is located in the jurisdiction of the Los Angeles Regional Water Quality Control Board, the San Francisco Regional Water Quality Control Board is one of the only regulatory bodies with specific criteria for TPH; use of these criteria is an industry-standard practice for evaluating TPH.

[48] Laboratory tests for the following VOCs: Acetone, chloroform, cyclohexane, ethylbenzene, 4-ethyltoluene, heptane, hexane, methylene chloride, tetrachloroethene (PCE), toluene, 1,2,4-trimethylbenzene, o-xylene, p/m-xylene, 1,1-Difluoroethane (LCC).

regulatory agency criteria. The regulatory agency criteria for PCE is set by the California Department of Toxic Substances Control. The Project Site is also located in a Methane Buffer Zone designated by the Los Angeles Department of Building and Safety (LADBS). Therefore, mitigation measure **9-2** requires installation of a Vapor Intrusion Mitigation System (VIMS) beneath the foundation of the proposed building to prevent PCE vapor intrusion and the accumulation of methane beneath the foundation of the proposed building. Implementation of Mitigation Measures 9-1 through 9-2 would reduce impacts associated with the release of hazardous materials to less than significant.

Mitigation Measures:

9-1 Data Gap Investigation

To mitigate the release of lead and arsenic in the shallow soils on the Project Site, the Applicant shall retain a qualified consultant to investigate, delineate, and properly remediate soils to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department prior to issuance of any permit for demolition, grading, or construction.

9-2 Vapor Intrusion Mitigation System

To mitigate potential vapor intrusion from tetrachloroethene (PCE) in soil vapor and methane at the Project Site, the Applicant shall install a Vapor Intrusion Mitigation System (VIMS) beneath the foundation of the proposed building. The Applicant shall submit design documents for the VIMS to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department and the Department of Building and Safety prior to issuance of any permit for demolition, grading, or construction. The VIMS shall be designed in conformance with standard engineering principles and practices.

The Applicant shall retain a qualified engineer to independently analyze methane hazards as defined in Ordinance No. 175,790 and Section 91.7102 of the Los Angeles Municipal Code. As necessary depending on site conditions, the engineer shall investigate and design a methane mitigation system in compliance with the Methane Mitigation Standards for the appropriate Site Design Level to prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations for review and approval by the Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, and City of Los Angeles Fire Department.

c. Less than Significant Impact. A significant impact may occur if a project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project is located within one-quarter mile of the East Valley High School, located at 5525 Vineland Avenue. Based on the 2018 Phase I ESA regulatory records, the East Valley High School was listed in various databases, including on the School Property Evaluation records, Resource Conservation and Recovery Act database, and Spill, Leak, Investigation and Cleanups database. The East Valley High School is considered a "case closed" school investigation site, and remedial action investigation for soil only contamination was completed at the facility in 2008. The Project would not use, store, or dispose of the types of hazardous materials, or hazardous materials in sufficient quantities, to result in a release of toxic emissions that would pose a public health hazard. Construction would involve the temporary use of paints, solvents, and equipment fuel. The construction crew would be responsible for the safe handling of these materials in compliance with safety procedures, manufacturer specifications, and Occupational Safety and Health Administration regulations. Operation

of a self-storage facility with artist studios would not cause a significant hazard to the public or environment. Therefore, potential hazards impacts to nearby schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact may occur if a project is located on site that is included on a list compiled pursuant to Government Code Section 65962.5, and, as a result, would create a significant hazard to the public or the environment. Government Code section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop an updated Cortese List. The Cortese List is used by State and local agencies, and developers, to comply with the CEQA requirements for information about the location of hazardous materials release sites. The data sources that provide information regarding facilities or sites to meet Cortese List requirements consist of:

- The California Department of Toxic Substances Control EnviroStor Hazardous Waste and Substances Site List;
- The State Water Resources Control Board GeoTracker database for Leaking UST sites;
- Solid waste disposal sites identified by State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit;
- The State Water Resources Control Board list of Cease and Desist Orders and Cleanup and Abatement Orders; and
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, as identified the California Department of Toxic Substances Control.

A search of the Cortese List databases in the 2018 Phase I ESA showed the Project Site is not on the Cortese List.[49] According to the 2018 Phase I ESA, the Project Site appears on the following databases tracking hazardous materials:

- **Resource Conservation and Recovery Act Database.** Under the Resource Conservation and Recovery Act, the U.S. Environmental Protection Agency regulates hazardous material generators, transporters and storage/treatment/disposal sites. The Project Site was among the thirty-nine Resource Conservation and Recovery Act site listings located within a one-quarter mile radius, and Archer Vineland Service (same entity as Archer Towing) is listed as a small quantity generator with no posted violations.
- **Hazardous Waste Information System Database.** The Hazardous Waste Information System database is maintained by the California Department of Toxic Substance Control to keep track of the movement and disposal of hazardous waste. Zio Studio Rentals obtained a single-use permit to remove an unspecified solvent mixture in 2015 and Archer Vineland Service maintained permits to generate hazardous waste.
- **UST Database.** The State Water Resources Control Board also provides a list of all permitted USTs containing hazardous substances. Archers Towing Service maintained permits to operate three USTs at the Project Site, which were installed in 1955 and removed in September of 1995.

The 2018 Phase I ESA did not consider these database listings, or other such listings, to be significant environmental concerns with respect to the Project. No conditions were observed that indicate potential impact to the Subject Property from these sources of hazardous waste site listings. The 2019 Phase II Subsurface Investigation concluded that the research corroborated information provided in previous reports. Therefore, the Project would not result in the creation or exacerbation of a significant hazard to the public or the environment as a result of previous uses being included in lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

[49] DCI Environmental Services, Phase I Environmental Site Assessment August 15, 2018, page 15.

Mitigation Measures: No mitigation measures are required.

e. Less than Significant Impact. A project would have a significant impact if it is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and would result in a safety hazards or excessive noise for people residing or working in the project area. Although the Project Site is within two linear miles (approximately 1.8 miles) southwest of the Hollywood Burbank Airport, the Project Site is not located within the Planning Boundary, Airport Influence Area, or Runway Protection Zone of Hollywood Burbank Airport.[50] The Project conforms to building height restrictions, would not place structures within a designated flight path, and would not result in a safety hazard to people working within the area regarding aircraft operations. As shown in the Noise Study in Appendix G, the measured ambient noise level at the Project Site ranged from 51.9 to 71.3 dBA Leq. Existing noise level up to 75 dB CNEL are "conditionally acceptable" with industrial and manufacturing land uses as described in the Land Use Compatibility Guidelines of Noise Element of the General Plan. Therefore, the Project would not result in excessive noise for people working in the area, resulting in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

f. Less than Significant Impact. A project would have a significant impact if it would interfere with an emergency response plan or emergency evacuation plan. The Project Site is located along Vineland Avenue and east of Lankershim Boulevard; both these are designated as Selected Disaster Routes in the Safety Element of the City General Plan.[51] The Project Site contains sufficient space for temporary construction crew parking and equipment staging to take place on site during all phases of construction, thereby minimizing the temporary interference of construction vehicles with existing vehicle circulation on the noted disaster routes. Vehicular access to the Project Site will be provided by means of ingress/egress driveways along Vineland Avenue and Cleon Avenue. The Project components are limited to Project Site boundaries and would not permanently alter vehicular circulation routes or impede public access or travel upon public rights-of-way, including Selected Disaster Routes. Therefore, neither Project construction or operations would physically interfere with an adopted emergency response plan or emergency evacuation plan, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. No Impact. A significant impact may occur if a project is located in proximity to wildland areas that pose a potential wildfire hazard to persons or structures. The Project is located in an urbanized area designated for light manufacturing uses that is not adjacent to, or in proximity (within a 0.5-mile radius) of wildland areas. The Project Site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ).[52] Nonetheless, the Project would be required to comply with applicable City Building and Fire Code requirements in effect at the time of Building Permit issuance to protect against fire risks. As the Project is not located proximate to wildland areas, the Project would not expose people or structures to wildland fire risks, and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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[50] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Burbank/Glendale/Pasadena Airport, Accessed on February 19, 2020 at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf.

[51] City of Los Angeles, Department of City Planning, General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, Adopted by City Council November 26, 1996.

[52] City of Los Angeles, ZIMAS, accessed February 20, 2020, at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offside;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and discharge into stormwater drainage systems or otherwise substantially degrade surface or groundwater quality. The California Regional Water Quality Control Board (State Water Board) and Los Angeles Regional Water Quality Control Board (Regional Water Board) adopted Waste Discharge Requirements (Order No. R4-2012-0175) for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit).[53] The Los Angeles County MS4 Permit specifies requirements for discharges within Los Angeles County's coastal watersheds. This MS4 Permit was

[53] The State Water Board subsequently amended the MS4 Permit on June 16, 2015 (Order WQ 2015-0075).

issued in accordance with National Pollutant Discharge Elimination System (NPDES) Permit (No. CAS004001). The LAMC also provides Stormwater and Urban Runoff Pollution Control requirements. As a regulatory requirement of these existing MS4 Permits and the LAMC (Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control), the Project would comply with applicable regulations to prevent the violation of water quality standards or the degradation of ground water quality.

During construction, the Project would implement Best Management Practices (BMPs) for erosion and sediment control as specified in the Wet Weather Erosion Control Plan of the City Department of Public Works, including a requirement for construction sites with active grading to prepare and implement BMPs during the rainy season (October 1st and April 15th).[54] Compliance with Wet Weather Erosion Control Plan standards would reduce impacts regarding water quality standards during construction to less than significant.

During operations, the Applicant is required to submit a Low Impact Development (LID) Plan to the City Bureau of Sanitation, Watershed Protection Division, for review and approval during the plan check process prior to issuance of a grading or building permit.[55] Current LID regulations prioritize infiltration, capture/reuse, and biofiltration as the preferred stormwater control measures. Based on the results of percolation testing for the Geotechnical Report, shallow infiltration systems were not recommended.[56] Therefore, the Project proposes a dry well system for treatment and infiltration with overflows exiting the site via sheet flow to the storm drains in adjacent streets, pursuant to the LID Ordinance requirements. The existing drainage pattern would be maintained, while treating the stormwater, increasing percolation, and decreasing stormwater volumes and flows exiting the site into the storm drains.[57] The proposed storm water management system, prepared in compliance with Regional Water Board M4S Permit requirements, the City LID Ordinance, and the LAMC Stormwater and Urban Runoff Pollution Control requirements, would reduce potential impacts regarding water quality standards to less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A project would have a significant impact if it substantially decreased groundwater supplies or interfered with groundwater recharge such that a project may impede sustainable groundwater management of the basin. The Project Site is located in the San Fernando Basin, an 112,000-acre groundwater basin within the Upper Los Angeles River Area.[58] The Project would be served by the Los Angeles Department of Water and Power for potable water supply and does not propose groundwater extraction. Therefore, the Project would not substantially deplete groundwater supplies. According to the Geology Report, groundwater was not observed in the borings while drilling to a maximum depth of 71 feet below ground surface.[59] Similar to existing conditions, storm water would be conveyed to existing stormwater infrastructure on Vineland Avenue and Cleon Avenue. As urban in-fill, Project Site is disturbed by the placement of existing impervious surfaces. Furthermore, the Project features a permeable landscape area around the perimeter of the Project Site allowing for groundwater recharge; therefore, the Project would not substantially interfere with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. Therefore, the impact to groundwater management of the basin would be less than significant.

[54] City of Los Angeles, Department of Public Works, Bureau of Contract Administration, Wet Weather Erosion Control Plan.
[55] Required by the City Stormwater LID Ordinance (Ordinance #181899).
[56] Terracon Consultants, Inc., Geotechnical Engineering Report, August 14, 2019.
[57] Robert J. DePrat, P.E., President/CEO, Blue Peak Engineering, Inc., Email correspondence with Envicom Corporation, February 12, 2020.
[58] Upper Los Angeles River Area Watermaster, http://ularawatermaster.com/index.html?page_id=589 (accessed Mar. 26, 2020).
[59] Terracon Consultants, Inc., Geotechnical Engineering Report, August 14, 2019.

Mitigation Measures: No mitigation measures are required.

c.i. Less than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial or erosion or siltation on site. The Project Site, which does not contain streams or river courses, is located in an urbanized area of the City. During construction, the Project would be required to prepare and implement BMPs such as silt fencing that would reduce runoff leaving the site and filter storm water to reduce erosion or siltation. During operations, existing drainage sheet flows to drains the right-of-way on both Vineland Avenue and Cleon Avenue. During operations, stormwater draining from the Project Site would be collected into a dry well system for treatment and infiltration with overflows exiting the site by means of sheet flow to the adjacent streets pursuant to LID Ordinance requirements. Therefore, the existing drainage pattern would be maintained while pre-treating the stormwater, increasing percolation, and decreasing the stormwater volumes and flows exiting the site.[60] Through the proposed drainage features and compliance with existing LID Ordinance requirements, the Project would not result in substantial on- or offsite erosion or siltation and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.ii. Less than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

The Project Site is located in an urbanized area with no streams or river courses. The Project is not in a designated flood zone.[61] To control surface runoff, the Project proposes a dry well system for improved pre-treatment of stormwater. Similar to existing conditions, high volume overflows from the Project Site would be conveyed to existing stormwater infrastructure on Vineland Avenue and Cleon Avenue Therefore, the impact of the Project pertaining to the risk of release of pollutants due to location in flood hazard, tsunami, or seiche zone would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iii. Less than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The Project would not result in a significant increase in site runoff because the Project would not alter existing drainage patterns or substantially increase the volume or velocity of runoff from impervious surfaces. The Project features a permeable landscape area around the perimeter of the Project Site, allowing for greater storm water infiltration. Stormwater that overflows the infiltration capacity of the proposed dry well system would continue to be conveyed to existing storm drain inlets in Vineland

[60] Robert J. DePrat, P.E., President/CEO, Blue Peak Engineering, Inc., email correspondence with Envicom Corporation, February 12, 2020.
[61] City of Los Angeles, ZIMAS, Accessed on February 28, 2020 at: http://zimas.lacity.org/.

Avenue and Cleon Avenue, to enter the existing City storm drain system. The Project is subject to the MS4 NPDES Permit (No. CAS004001), requiring the implementation of BMPs to control runoff, and a Wet Weather Erosion Control Plan to reduce stormwater pollution runoff during construction. The Project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality. The impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iv. No Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. The Project is not located in a designated flood zone. During operations, the existing drainage pattern would be maintained while pre-treating the stormwater and decreasing the stormwater volumes and flows exiting the site.[62] During construction, the Project would implement BMPs for erosion and sediment control as specified in the Wet Weather Erosion Control Plan of the City Department of Public Works. Therefore, the Project would have no impact on impeding or redirecting flood flows.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact would potentially occur if a project would risk the release of pollutants from inundation due to location in a flood hazard, tsunami, or seiche zone. The Project is not located in a flood hazard or tsunami zone.[63] A seiche, a wave created when a body of water is shaken, is a concern at water storage facilities because inundation can occur if the wave overflows a containment wall. The Project proposes a storage facility, which would not contain large quantities of hazardous materials, nor support or draw a large daytime population that could be exposed to inundation hazards at the site. The Project Site is located in a potential inundation area.[64] No major water retaining structures are located immediately upgradient from the Project Site. The nearest water storage facilities are the Sepulveda Reservoir located approximately six miles west of the Project Site and the Hansen Reservoir, located approximately six miles north of the Project Site. The U.S. Army Corps of Engineers routinely monitors and maintains the Hansen Reservoir and Sepulveda Reservoir to prevent overflow.[65] Maintenance includes an annual safety inspection of the control house, gates, and all mechanical and electrical equipment to ensure functioning in accordance with the Dam Operations Manual. The U.S. Army Corps clears of debris and sediment and repairs to maintain the facility. Therefore, the impact of the Project pertaining to the risk of release of pollutants due to location in flood hazard, tsunami, or seiche zone would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. No Impact. A project would have a significant impact if it conflicted with, or obstructed implementation of, a water quality control plan or sustainable groundwater management plan. The Project would replace an existing use served by the LADWP for domestic water; therefore, the Project does not propose groundwater extraction and would not interfere with a groundwater management plan. During

[62] Robert J. DePrat, P.E., President/CEO, Blue Peak Engineering, Inc., Email correspondence with Envicom Corporation, February 12, 2020.
[63] City of Los Angeles, ZIMAS, Accessed on February 28, 2020 at: http://zimas.lacity.org/.
[64] City of Los Angeles General Plan, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas, pg. 59.
[65] U.S. Army Corps of Engineers, Los Angeles District Website, https://www.spl.usace.army.mil/Missions/Asset-Management/Hansen-Dam/ (accessed March 26, 2020).

construction, the Project would implement BMPs for erosion and sediment control as specified in the Wet Weather Erosion Control Plan of the City Department of Public Works, including a requirement for construction sites with active grading to prepare and implement BMPs during the rainy season (October 1st and April 15th).[66] During operations, the Project would capture and convey storm water in compliance with LAMC Stormwater and Urban Runoff Pollution Control requirements for water quality. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan.

Mitigation Measures: No mitigation measures are required.

[66] City of Los Angeles, Department of Public Works, Bureau of Contract Administration, Wet Weather Erosion Control Plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

a. No Impact. A significant impact may occur if a project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. The Project Site is located in an urban portion of the Community Plan area with an existing light industrial building used as office space for an equipment rental business. As in-fill development, the Project would replace an existing building with a new building. Therefore, the Project would not physically divide an established community. No impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact may occur if a project causes a significant environmental impact due to inconsistency with the applicable land use plan, policy or regulation, including the zoning designations of a project site. The Project Site is located within the City and subject to the land use designations and zoning regulations of local land use plans and zoning ordinance.

Regional Plans

Regionally, the Project is located within the SCAG planning area, the federally-designated Metropolitan Planning Organization for the region. The Southern California Association of Governments is responsible for reviewing regionally significant local plans, projects, and programs for consistency with adopted regional plans. Given the Project's limited size, consistency with the General Plan, and lack of significant unavoidable impacts (as discussed throughout this IS/MND), the Project would not result in regionally significant impacts. The Project is located within the planning area of the South Coast Air Quality Management District, which implements the Air Quality Management Plan. As evaluated in Section III., Air Quality, the Project is also consistent with the Air Quality Management Plan, and no additional analysis is required.

City General Plan – Framework Element

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs to guide development of the City. The General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the community plan and citywide elements. The Framework Element provides broadly applicable land use policies pertaining to commercial and industrial

development in Chapter 3, Land Use, under the heading for industrial areas.[67] As the Project requires a Vesting Zone Change from MR2 (Restricted Light Industrial Zone) to M2 (Light Industrial Zone), a consistency analysis with applicable provisions of the Framework Element regarding industrial development is presented in **Table XI-1, Consistency Analysis with General Plan Framework Land Use Policies**.

Table XI-1
Consistency Analysis with General Plan Framework Land Use Policies

General Plan Framework Policy	Consistency Analysis
Chapter III: Land Use	
Policy 3.14.1 Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy" and "Industrial-Transit" in accordance with Tables 3-1 and 3-9 [shown in the Framework Element of the General Plan]. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	**Consistent:** The Project would provide light industrial development in an area designated for such uses by the Community Plan. The General Plan Land use designation is Light Manufacturing. According to Table 3-1 of the Framework Element, typical Light Industrial uses are: • Industrial uses with potential for a low level of adverse impacts on surrounding land uses. • Increased range of commercial uses that support industrial uses (through zoning amendments). • Possible consideration for other uses where parcels will not support viable industrial uses (determined by community plan). With regard to the characteristics of surrounding uses, the property north of the Project Site consists of equipment rental, storage facilities, repair shops, and neighborhood serving retail. Properties south of the site consist of self-storage facilities and neighborhood-serving retail. Properties to the east consist of media production facilities and light manufacturing. Table 3-7 in the Framework Element states the General Land Use Designation of Industrial Light has the corresponding zones of CM, MR1, MR2, M1 and M2. The requested zone change from MR2 to M2 is consistent with the range of corresponding zones for the land use designation; the Project would not result in any incompatibilities with adjacent uses or zones, the Project is consistent with Policy 3.14.1.
Source: Citywide General Plan Framework, adopted by the City Council August 8, 2001.	

As shown in Table XI-1, the Project would be consistent with the applicable General Plan Framework Element policy regarding light industrial development, such as self-storage uses.

[67] Los Angeles City Planning Department, The Citywide General Plan Framework An Element of the City of Los Angeles General Plan, Chapter 3, Re-adopted by City Council on August 8, 2001.

City General Plan – Mobility Plan 2035

The Mobility Plan 2035 provides the foundation to building a transportation system that balances the needs of all users.[68] Various goals, objectives, and policies within this element aim toward achieving a balanced transportation system. Goals applicable to the Project include:

- **Policy 3.1** – Access for All – The Project provides sidewalk access on Vineland Avenue to facilitate pedestrian mobility within the area in accordance with applicable accessibility regulations.
- **Policy 3.5** – Multi-Modal Features –The Project provides convenient and secure bicycle parking facilities. The Project Site is located with pedestrian access to the following bus stops within a quarter-mile radius: Vineland/Burbank (Stop ID: 7196) and Vineland/Chandler (Stop ID: 15548), both serving the Metro 152 line, which provides access to the Metro G Line (formerly Orange Line) and B Line (formerly Red Line) Stations in North Hollywood. Additional bus stops are located within 0.5 mile, and the Project Site is less than 0.25 mile north of the designated Chandler Bikeway.
- **Policy 3.8** – Bicycle Parking – The Project provides convenient and secure bicycle parking facilities with 16 short-term spaces and 16 long-term bicycle parking spaces.

Pedestrian access would be provided from a public sidewalk located along Vineland Avenue directly to an entrance on the west side of the building. Multiple bus stops are within 0.5 mile of the Project Site, which to increase use of public transportation, as well as access to the nearby designated Chandler Bikeway. Additionally, as noted above, the Project provides short- and long-term bicycle parking spaces. Therefore, the Project would be consistent with the applicable policies of the Mobility Plan 2035.

North Hollywood – Valley Village Community Plan

The Project is located in the North Hollywood – Valley Village Community Plan (Community Plan) area of the City with a land use designation of Light Manufacturing. The Community Plan proposes industrial uses in areas where they will not adversely affect surrounding development and aims to encourage the inclusion of environmentally sensitive industrial uses within the industrial areas.

The Project would provide light industrial and commercial development in an area designated for such uses by the Community Plan. The General Plan Land use designation is Light Manufacturing. The Project would also be of similar scale, mass, land use and density as surrounding uses. Surrounding properties to the north, east, and south are also designated for Light Manufacturing land uses in the Community Plan. The Project would be accessible to public railways and transportation. The Project provides parking in a surface lot that wraps around the southerly and easterly sides of the proposed building. Landscaping would be provided along the site perimeter as a buffer to separate the Project Site from adjacent uses. In addition, the proposed four-story building would have a variable height to a maximum of 45 feet over one level of subterranean storage and would conform to the height regulations, subject to approval of the Vesting Zone Change and Height District Change.

In addition to jobs associated with operation of the self-storage component of the Project, the Artists & Makers Studios would generate up to 150 permanent on-site artist jobs (approximately 92 jobs per acre) and an anticipated 131 direct on-site construction jobs.[69] This is higher than other types of uses that might be allowed in the existing MR2-1VL Zone, such as industrial uses, that typically have lower employment densities of 500 to 1,000 SF per employee, which translates to 40-100 jobs on the Project Site based on

[68] Los Angeles Department of City Planning, Mobility Plan 2035, An Element of the General Plan, Adopted September 7, 2016.
[69] RCLCO Real Estate Advisors, Market Feasibility Analysis, June 3, 2020, pg. 13.

the probable size of a new industrial building.[70] As the Project compliments surrounding land uses, is consistent with the industrial goals envisioned by the Community Plan, and supports City goals for job creation in the NoHo Arts District, the Project would be consistent with the Community Plan.

Los Angeles Municipal Code and Zoning

The Project Site is zoned MR2-1VL, meaning Restricted Light Industrial Zone (MR2) in Height District No. 1VL. The Applicant is requesting a Vesting Zone Change and Height District Change from MR2-1VL (Restricted Light Industrial Zone) to M2-2D (Light Industrial Zone), the environmental effects of which are considered in this Initial Study, to allow for commercial offices for artist studios and self-storage uses. The Vesting Zone Change and Height District Change would allow a four-story building that would comply with the 45-foot height limit as well as achieve a 2:1 Floor Area Ratio (FAR) in a location where FAR is currently restricted to 1.5:1. With approval of the Vesting Zone Change, the Project would not conflict with applicable land use plans, policy or regulations of agencies with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. The Project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

[70] RCLCO Real Estate Advisors, Market Feasibility Analysis, June 3, 2020, pg. 13.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Impact Analysis

a-b. No Impact. A significant impact may occur if a project is located in an area used, or available for extraction of, a regionally important mineral resource, or if a project would convert an existing or future regionally important mineral extraction use to another use or would affect access to a site used or available for regionally important mineral resource extraction.

The existing use is light industrial. The proposed use is light industrial and commercial in an existing urban setting designated for light manufacturing uses. According to the California Department of Conservation Mineral Land Classification Map, the Project Site is located within a Mineral Resource Zone (MRZ)-2, meaning adequate information indicated that significant mineral deposits are present or there is a high likelihood for their presence.[71] As the Project Site is in-fill development within a light industrial zone, the land is not suitable for mining, mineral resources would not be impacted by the Project.

Additionally, based on California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), no oil wells are identified on site,[72] which was confirmed by the Phase I ESA site inspection and also did not indicate any wells on-site. As neither the existing nor proposed use involves the extraction of mineral resources, the Project would not result in the loss of availability of known mineral resources or a locally important mineral resource recovery site. As such, no impact associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are required.

[71] California Department of Conservation, Special Report 143, Plate 2.1, Generalize Aggregate Resource Classification Map, 1979.
[72] City of Los Angeles, ZIMAS, Accessed on March 3, 2020 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

This analysis is based on the Noise and Vibration Study prepared by Envicom Corporation dated January 22, 2020, provided in **Appendix G**. This summary introduces key terms and concepts used in noise impact analysis. Noise is unwanted sound. Sound is mechanical energy transmitted in pressure waves through a compressible medium such as air. Sound pressure level, expressed in decibels (dB), is the most common descriptor to characterize the perceived "loudness" of a given sound pressure level. A dB is a ratio of the unit of sound pressure to an assumed zero sound level. Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. A Leq measurement can be conducted for any time period, but generally they are conducted for at least 15 minutes for environmental noise studies. Community receptors are more sensitive to unwanted noise intrusion during the evening and at night. Therefore, for planning purposes, state law requires the use of the Community Noise Equivalent Level (CNEL), a descriptor of 24-hour noise that uses a weighted average of noise levels over time with a five-dB penalty in the evening (7:00 PM - 10:00 PM) and 10-dB penalty at night (10:00 PM - 7:00 AM).

a. Less than Significant Impact. A project may result in a significant noise impact by generating a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance. The following analysis defines temporary increases in ambient noise as short-term increases resulting from the use of construction equipment and permanent increases in ambient noise as long-term increases resulting from operation of the proposed building components and vehicular trips generated once the building is in use.

Temporary Noise - Construction

The City General Plan Noise Element contains Guidelines for Noise Compatible Land Uses relating to permanent noise sources, such as airports or freeways. Temporary noise from construction equipment is regulated through the LAMC, which limits noise to specified times. Noise from construction activity is

also intermittent, meaning the source strength varies sharply depending on the duration of equipment operation and physical distance between source and receptor.

As a regulatory requirement, Project construction is required to take place between 7:00 AM to 9:00 PM on weekdays, 8:00 AM to 6:00 PM on Saturdays and national holidays and no construction on Sundays (LAMC Section 41.40). During construction, the standard of 75 dB(A) at 50 feet for the operation of any powered equipment or powered hand tool would apply to the extent technically feasible (LAMC Section 112.05). Limiting construction activities to the daytime precludes construction noise during the hours when people normally sleep and during the early morning and evening hours when people are typically within their home and more sensitive to noise.

The Construction Noise Handbook prepared by the Federal Highway Administration includes a national database of construction equipment noise levels. The Federal Highway Administration uses these reference noise levels in the Roadway Construction Noise Model. **Table XIII-1, Construction Equipment Noise Levels**, identifies highest (L_{max}) noise levels associated with common construction equipment. Table XIII-1 lists the types of equipment expected for use in Project construction, and identifies the noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in the LAMC (Section 112.05).

Table XIII-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type [1]	Lmax at 50 ft (dBA) [2, 3]	Usage Factor (U.F.) [4]	Hourly Leq at 50 ft (dBA)
Demolition	1 Concrete/Industrial Saw	90	20	83
	1 Rubber-tired Dozer	82	40	78
	3 Tractors/Loaders/Backhoes	79	40	75
Grading	1 Excavator	81	40	77
	1 Grader	85	40	81
	1 Rubber-tired Dozer	82	40	78
	3 Tractors/Loaders/Backhoes	79	40	75
Building Construction	1 Crane	81	16	73
	1 Forklifts	75	20	68
	1 Generator Set	81	50	78
	3 Welders	74	40	70
	1 Tractors/Loaders/Backhoes	79	40	75
Paving	1 Cement/Mortar Mixers	79	40	75
	1 Paver	77	50	74
	1 Paving Equipment	83	20	76
	1 Roller	80	20	73
	1 Tractors/Loaders/Backhoes	79	40	75
Architectural Coating	1 Air Compressor	78	40	74

[1] Construction Equipment List from Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.
[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
[3] Source: Federal Highway Administration, Construction Noise Handbook, Ch. 9, Construction Equipment Noise Levels and Ranges.
[4] Usage Factor (U.F.) is the portion of time equipment is operating at full power.

As shown in Table XIII-1, the construction equipment that could generate the highest noise level is a concrete saw which would generate a maximum noise level of 90 dBA Lmax at 50 feet (ft) and an average noise level of 83 dBA Leq at 50 ft. At any particular phase of construction, contractors would use only the types of equipment needed as shown in Table XIII-1, rather than using all the equipment throughout all phases. Furthermore, decibels are logarithmic units; therefore, sound levels cannot be added by ordinary arithmetic means. When the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source.

Within a residential zone or within 500 ft thereof, the City construction noise threshold is 75 dBA at 50 ft from the source unless compliance is "technically infeasible" despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment (LAMC Section 112.05). Although there are no residential land uses located within 500 ft of the Project Site, a parcel approximately 385 ft west of the Project Site associated with East Valley High School is zoned R4-1L. **Table XIII-2, Construction Equipment Noise with Regulatory Compliance**, shows the effect of standard noise reduction features and techniques in the use of construction equipment on the Project Site at a distance of 50 ft. Standard noise reduction techniques include the use of industrial-grade mufflers on mobile equipment or sound transmission obscuring products, such as acoustical blankets, enclosures, barriers, screens or equivalent placed around the equipment or construction site. With reduction measures, average levels at 50 feet from the Project Site would temporarily increase by 1 to 19 dBA Leq to the north of the Project Site, 0 to 10 dBA Leq to the east, 1 to 21 dBA Leq to the south, and 0 to 10 dBA Leq to the west.

Table XIII-2
Construction Equipment Noise with Regulatory Compliance

Equipment	Lmax at 50 ft (dBA) [1]	Reduction for 75 dBA	LAMC Compliance Reduction Measure [2]	Reduced Lmax at 50 ft (dBA)
Concrete Saw	90	15	Barrier	70
Rubber Tired Dozer	82	7	Muffler	67
Tractor/Loader/Backhoe	79	4	Muffler	64
Excavator	81	6	Muffler	66
Grader	85	10	Muffler	70
Crane	81	6	Muffler	66
Forklift	75	0	None	75
Generator Set	81	6	Muffler	66
Welder	74	0	None	74
Cement and Mortar Mixer	79	4	Muffler	64
Paver	77	2	Muffler	62
Paving Equipment	83	8	Muffler	68
Roller	80	5	Muffler	65
Air Compressor	78	3	Barrier	58

[1] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.
[2] Pursuant to LAMC Section 112.05, compliance refers to the use of mufflers as acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

As shown in Table XIII-2, regulatory compliance with the LAMC standards requiring mufflers, shields, sound barriers or other noise reduction device or techniques during the operation of the equipment would reduce the construction noise levels from the equipment to 75 dBA or less at 50 ft through industrial-grade mufflers on mobile equipment and barriers or enclosures formed by sound transmission obscuring products placed around stationary equipment (LAMC Section 112.05). Therefore, construction-related

temporary noise level increases would be less than significant through compliance with regulatory requirements (LAMC Section 112.05).

Permanent Noise - Operations

Vehicle Loading and Unloading

The Project would include a loading dock in the building for the self-storage units. This dock could be accessed at any time during the hours of self-storage secure customer access, Sunday through Saturday, 5:00 AM to 10:00 PM. The LAMC prohibits the loading or unloading of any vehicle or operation of dollies, carts, forklifts or other wheeled equipment which causes any impulsive sound or raucous or unnecessary noise within 200 ft of any residential building between the hours of 10:00 PM and 7:00 AM (LAMC Section 114.03). Although loading and unloading activities would potentially occur before 7:00 AM, the nearest residential building to the Project Site is located approximately 570 feet south of the Project boundary which is far greater than the 200-foot distance specified in the LAMC. Therefore, the hours of vehicle loading and unloading would not be restricted and operational noise from vehicle loading and unloading would be less than significant.

Heating, Ventilation, and Air Conditioning Units

The Project proposes a total of 25 roof-mounted Heating, Ventilation, and Air Conditioning (HVAC) units in two clusters of 12 and 13 each on the north side of the property boundary as shown in Figure 4, Site Plan. Based on the noise levels specified in the manufacturer's specification sheets for HVAC units similar to those expected for the Project, each HVAC unit would produce noise levels of 68 dBA at 3.3 feet. This analysis assumes all 25 roof-mounted HVAC units are in simultaneous use as a "worst-case" scenario, although actual HVAC use would depend on weather conditions and tenant occupancy. Of the adjacent properties, the area which would experience the greatest level of noise from HVAC operation would be the industrial land use to the north, nearest to the northwestern cluster of HVAC units. For each of the two clusters of HVAC units, the simultaneous operation of 12 or 13 HVAC units would result in a composite noise level of 78.8 dBA and 79.1 dBA, respectively at a distance of 3.3 feet.

The proposed HVAC units would be required to comply with the City's noise ordinance standards. The LAMC prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA (LAMC Section 112.02). According to four ambient noise measurements taken on January 14, 2020, existing daytime ambient noise levels on the Project Site range from 60 to 71.3 dBA Leq. The nighttime presumed ambient level from the LAMC is 55 dBA Leq. **Table XIII-3, HVAC Noise Levels,** shows the estimated operational noise levels from the HVAC units.

Table XIII-3
HVAC Noise Levels

HVAC Source	Reference HVAC Noise Level at 3.3 feet (dBA)	Quantity	Composite Noise Level (dBA Leq)	Average Distance to Receptor (feet)	Distance Attenuation (dBA)	Parapet/ Roofline Reduction (dBA) [2]	Noise Level (dBA Leq)
Northwest	68[1]	13	79.1	6	5.2	24	49.9
Northeast		12	78.8	180	34.7	22	22.1
Total		**25**	**82.0**	**--**			**50.0**

[1] York International Corporation, Technical Guide for R-410A ZE/XN SERIES 3 - 6 TON 60 Hertz. Accessed at https://www.york.com/-/media/york/for-your-workplace-rooftop-units/5190086ytge0718.pdf?la=en on December 27, 2019. Specifications for York Model XN036 3-Ton packaged heating and cooling unit. The specified sound power level (Lw) of 76 dBA is equivalent to a sound pressure level of 68 dBA Leq at 3.3 feet, assuming a half-spherical propagation of sound due to roof mounting.

[2] Calculations based on site plan using equations for barrier attenuation from Bies, David A. and Hansen, Colin H., *Engineering Noise Control*, Third Edition, 2003, pages 393 – 296.

As shown in Table XIII-3, the estimated operational noise level from the 25 proposed HVAC units would be 50.0 dBA Leq at the nearest adjacent property after attenuating for distance and barrier attenuation for the parapet and roofline. The addition of 50.0 dBA from the 25 proposed HVAC units to the ambient daytime Leq would result in a 0.2 dBA increase above the measured daytime ambient noise level of 62.5 dBA at the northern property boundary. At nighttime, the HVAC would result in a 1.2 dBA increase above the presumed nighttime ambient noise level. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with the LAMC (Section 112.02). The impact of operational HVAC noise on adjacent properties would be less than significant.

Traffic Noise

Upon completion, Project-generated vehicle use would incrementally increase traffic noise levels on local streets throughout the Project area. Peak hour traffic volumes for intersections in the project vicinity in the Existing Year (2020) and Opening Year (2023) for without and with project scenarios were obtained from the project's transportation assessment.[73] The net project trip generation would be 345 daily trips. For the purposes of the following analysis of traffic noise, the peak hour turn volumes were tabulated into segment volumes and converted into average daily trips (ADT). To estimate ADT from peak hour volumes, the p.m. peak hour volumes were multiplied by a standard factor of 10. The traffic noise level increase was calculated by comparing traffic volumes for the "with Project" scenario and the "without Project" scenario.

Table XIII-4, Existing Year Project-Related Traffic Noise Increase shows the existing year (2020) traffic noise increase, and **Table XIII-5, Opening Year Project-Related Traffic Noise Increase** shows the opening year (2023) Project-related traffic noise increase.

Table XIII-4
Opening Year Project-Related Traffic Noise Increase

Roadway Segment	Existing (2020) ADT	Existing (2020) With Project ADT	Existing Project-Related Noise Increase (dBA CNEL)
Vineland Avenue, north of Chandler Boulevard (North)	19,540	19,630	0.0
Vineland Avenue, from Chandler Boulevard (North) to Chandler Boulevard (South)	21,890	22,040	0.0
Vineland Avenue, south of Chandler Boulevard (South)	18,850	18,940	0.0
Chandler Boulevard (South), west of Vineland Avenue	8,960	9,020	0.0
Chandler Boulevard (North), from Vineland Avenue to Cleon Avenue	3,490	3,565	0.1
Chandler Boulevard (North), east of Cleon Avenue	3,150	3,210	0.1
Cleon Avenue, North of Chandler Boulevard (North)	580	710	0.9
Data Source: Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020.			

[73] Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020.

Table XIII-5
Opening Year Project-Related Traffic Noise Increase

Roadway Segment	Opening Year (2023) ADT	Opening Year (2023) With Project ADT	Opening Year (2023) Project-Related Noise Increase (dBA CNEL)
Vineland Avenue, north of Chandler Boulevard (North)	21,200	21,290	0.0
Vineland Avenue, from Chandler Boulevard (North) to Chandler Boulevard (South)	23,765	23,915	0.0
Vineland Avenue, south of Chandler Boulevard (South)	20,180	20,270	0.0
Chandler Boulevard (South), west of Vineland Avenue	10,010	10,070	0.0
Chandler Boulevard (North), from Vineland Avenue to Cleon Avenue	3,780	3,855	0.1
Chandler Boulevard (North), east of Cleon Avenue	3,420	3,480	0.1
Cleon Avenue, North of Chandler Boulevard (North)	600	730	0.9
Data Source: Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020.			

As Tables XIII-4 and XIII-5 show, the Project would not increase traffic noise levels on Vineland Avenue and Chandler Boulevard (South). The Project would increase traffic noise levels on Chandler Boulevard (North) by 0.1 dBA CNEL in both the existing year and opening year. On Cleon Avenue, the Project would potentially increase traffic noise levels by 0.9 dBA CNEL in both the existing year and opening year. The Project-related traffic noise level increases would be less than 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, the impact of traffic-related permanent increases in ambient noise levels would be less than significant.

Landscape Maintenance Noise

Project operations would include the use of lawn mowers, backpack blowers, edgers and landscape maintenance equipment for site upkeep and operations. Contractors would reasonably be expected to conduct routine landscape maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 PM and 7:00 AM required by the LAMC (Section 112.04). As landscape maintenance noise would be regulated by the LAMC, landscape maintenance noise-related permanent increases in ambient noise levels would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Potentially Significant Unless Mitigation Incorporated. A significant noise impact may occur if a project generates excessive ground-borne vibration or ground-borne noise levels. Construction activities generate groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement. The effects of groundborne vibration include the discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building. The "soft" sedimentary conditions of much of southern California dampen groundborne vibration over a relatively short distance.

Groundborne Vibration Damage Potential

Groundborne vibration from construction activities rarely reach levels that can damage structures. Although there are no officially adopted regulatory standards for the point at which groundborne vibration levels could cause structural damage, the Federal Transit Administration provides guidelines regarding structural vibration damage criteria. For the purpose of analyzing groundborne vibration impacts in terms of potential structural damage, the following analysis relies on a Federal Transit Administration guideline criterion of 0.2 PPV in/sec for non-engineered timber and masonry buildings as the threshold of significance. Predicted vibration levels generated by construction equipment are provided in terms of Peak Particle Velocity (PPV), a unit of measurement used by regulatory agencies including the Federal Transit Administration and California Department of Transportation. The predicted vibration levels generated by construction equipment and potential associated structural damage are provided in **Table XIII-6, Groundborne Vibration Levels During Construction**.

Table XIII-6
Groundborne Vibration Levels During Construction

Construction Equipment	Reference Vibration Levels at 25 feet	Vibration Levels at Nearest Residential Structures		Vibration Damage Impact Assessment	
	PPV in/sec at 25 feet	Distance (feet)	PPV in/sec	Vibration Damage Threshold (PPV) in/sec)	Exceedance?
Loaded	0.076	15[1]	0.164	0.2	No
Small bulldozer	0.003	<15	>0.006	0.2	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a project feature, loaded trucks would not operate within 15 feet of any off-site structure, nor within 135 feet of any recording studio.

As shown in Table XII-6, the greatest vibration levels would be generated by loaded trucks which would generate vibration levels of 0.076 PPV in/sec at 25 feet. The groundborne vibration structural damage criteria for non-engineered timber or masonry buildings is 0.2 PPV in/sec. The off-site structures nearest the Project Site boundary are the recording studio and light industrial uses adjacent to the southern Project Site boundary and the light industrial use adjacent to the northern Project Site boundary. As a Project design feature, loaded trucks would not operate within 15 feet of any off-site structure. Therefore, vibration levels at the nearest structures would not exceed 0.164 PPV in/sec, which would be below the applicable structural damage criteria of 0.2 PPV in/sec; therefore, the Project would have no impact in terms of structural damage.

Groundborne Vibration Annoyance Potential

Human responses to groundborne vibration vary depending on the frequency of events. For the purpose of analyzing groundborne vibration impacts in terms of human response, the following analysis relies on the Federal Transit Administration assessment criterion of 65 VdB for highly sensitive land uses such as recording studios, 80 VdB for residential buildings and 83 VdB for institutional land uses. The predicted vibration levels generated by construction equipment and potential associated human annoyance impacts to nearby vibration-sensitive receptors are provided in terms of VdB in **Table XIII-7, Groundborne Vibration Annoyance Potential from Construction**.

Table XIII-7
Groundborne Vibration Annoyance Potential from Construction

Receptor	Construction Equipment	Reference Vibration Levels	Attenuated Vibration Levels		Vibration Annoyance Impact Assessment	
		VdB at 25 feet	Distance (feet)	VdB	Vibration Annoyance Criteria (VdB)	Exceedance?
Cristal Clarity Recording (South)	Loaded trucks	86	130[1]	65	65	No
	Small bulldozer	58	<15	>65	65	Yes
Blue Palm Mixing and Recording (East)	Loaded trucks	86	130	65	65	No
	Small bulldozer	58	75	44	65	No
East Valley High School (West)	Loaded trucks	86	115	66	83	No
	Small bulldozer	58	115	38	83	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a Project feature, loaded trucks would not operate within 130 feet of any recording studio.

As a Project feature, loaded trucks would not operate during construction within 130 feet of any recording studio during the times in which recording would occur, to the extent feasible. Based on Table XIII-7, vibration levels at the nearest recording studio adjacent to the southern Project Site boundary (Cristal Clarity Recording Studio), would potentially reach 65 VdB when loaded trucks operate at 130 feet from the studio. This vibration level would not exceed the Federal Transit Administration vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses (e.g. recording studios). As Table XIII-7 shows, at the second closest recording studio located approximately 75 feet east of the Project Site, vibration levels would reach 65 VdB when loaded trucks operate at a distance of 130 feet from the structure (55 feet from the eastern Project Site boundary). This vibration level would not exceed the Federal Transit Administration vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses (e.g. recording studios). All other recording studios in the Project vicinity are further away and would therefore experience lower levels of vibration.

The nearest institutional buildings with a vibration-sensitive use are the school buildings to the west of the Project Site across Vineland Avenue. The closest school building is located approximately 115 feet west of the construction boundary and would experience vibration levels of up to 66 VdB when loaded trucks operate at the nearest construction boundary, as Table XIII-7 shows. This vibration level would not exceed the Federal Transit Administration vibration impact criterion of 83 VdB for human annoyance at institutional land uses.

As shown in Table XIII-7, groundborne noise from a small bulldozer operating at less than 15 feet from the nearest recording studio, Cristal Clarity Recording Studio, would be 65 VdB or greater, which would exceed the Federal Transit Administration vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses. Based on the determinations of the Noise and Vibration Analysis, mitigation measure **13-1** requires the Project to implement one or more measures to reduce annoyance from groundborne vibration resulting from construction activities. With mitigation incorporated, the Project would result in a less than significant impact related to the generation of excessive ground-borne noise levels. **Table XIII-8, Mitigated Groundborne Vibration Annoyance Potential from Construction**, shows the effect Mitigation Measure 13-1 would have on mitigating groundborne vibration within 15 feet of the recording studio adjacent to the southern Project Site boundary.

Table XIII-8
Mitigated Groundborne Vibration Annoyance Potential from Construction

Receptor	Construction Equipment	Reference Vibration	Attenuated Vibration Levels		Vibration Annoyance Impact Assessment	
		VdB at 25 feet	Distance (feet)	VdB	Vibration Annoyance Criteria (VdB)	Exceedance?
Cristal Clarity Recording (South)	Loaded trucks	86	130[1]	65	65	No
	Small bulldozer	58	15	65	65	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a Project feature, loaded trucks would not operate within 130 feet of any recording studio.

As shown in Table XIII-8, mitigated vibration levels would not exceed the human annoyance criterion for high sensitivity land uses at the nearest recording studio. Mitigation Measure 13-1 also provides alternative methods by which the performance standard may be reached. Therefore, with mitigation incorporated, the Project would result in a less than significant impact related to the generation of excessive ground-borne noise levels.

Mitigation Measures:

13-1 Increased Vibration Levels (Construction Activities)

To reduce the impact of groundborne vibration and noise annoyance potential from a bulldozer operating less than 15 feet from the recording studio nearest the southern Project Site boundary, the Applicant shall implement one or more of the following options:

- Provide a minimum 15-foot setback of bulldozer activity from the recording studio adjacent to the southern Project Site boundary,
- Substitute equipment with lower groundborne vibration generation potential. This measure would reduce vibration at the adjacent recording studio to a level that would not exceed the human annoyance criterion for high sensitivity land uses,
- Give prior notification to the recording studio to avoid or minimize the interference of Project construction on existing business operations. This measure would reduce activity interference at the recording studio by allowing for the rescheduling of vibration-intensive construction activities (i.e. bulldozer operation within 15-feet of the building) or recording, thereby reducing or eliminating co-occurrence of the sensitive activity with the potential exceedance of vibration criteria.
- If the 15-foot bulldozer setback is not technically feasible, vibrations should be monitored and recorded with seismographs during bulldozer activity within the 15-foot buffer to detect the magnitude of vibration and oscillation experienced by adjacent structures. If the vibration levels at the recording studio exceed 65 VdB (equivalent to approximately 0.007 PPV in/sec), the construction contractor shall modify the procedure to reduce the values to acceptable levels.

Prior to issuance of a grading permit, the Los Angeles Department of Building and Safety (LADBS) shall ensure the applicant notates, on the Project Grading Plan, the appropriate setbacks or equipment substitutions at final plan check to the satisfaction of LADBS. LADBS shall

periodically monitor construction activities to ensure compliance until issuance of Certificate of Occupancy or Use of Land.

c. No Impact. A project located within two miles of a public airport or public use airport may result in a significant impact if a project would the project expose people residing or working in the project area to excessive noise levels. The nearest airport to the Project Site is the Hollywood Burbank Airport, located approximately 1.8 miles to the northeast. The Project is not located in the vicinity of a private airstrip. The Project Site does not fall into the airport land use plan area, Influence Areas, or 65 dBA CNEL noise contour of the Hollywood Burbank Airport.[74,75] Therefore, the impact of existing aircraft noise on the Project Site would not exceed the conditionally acceptable limit of 75 dBA CNEL or the 65 dBA CNEL normally acceptable limit for office and industrial land uses and the Project would not result in the exposure of residents or those working in the area to excessive noise levels from a private airstrip or public airport. No impact would occur.

Mitigation Measures: No mitigation measures are required.

[74] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Burbank/Glendale/Pasadena Airport, Accessed on February 19, 2020 at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf.

[75] Burbank-Glendale-Pasadena Airport Authority, Quarterly Noise Monitoring at Hollywood Burbank Airport First Quarter 2020, July 2020. Accessed August 24, 2020 at: http://hollywoodburbankairport.com/noise-environment/noise-monitoring.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. A significant impact may occur if a project would induce substantial unplanned population growth in an area, either directly or indirectly. The Southern California Association of Governments forecasts population and employment growth in member jurisdictions. Forecasts for population and employment growth from the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy for the City are shown in **Table XIV-1, Population and Employment Growth Forecast**.

Table XIV-1
Population and Employment Growth Forecast

Year	City Population	City Employment
2012	3,845,500	1,690,400
2040	4,609,400	2,169,100
Net Growth	763,900	478,700
Source: Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Current Demographics & Growth Forecast Appendix, Table 11, Jurisdictional Forecast for 2040.		

As shown in Table XIV-1, Southern California Association of Governments forecasts City population and employment to increase from 2012 to 2040 by 763,900 people and 478,700 jobs. As the Project would replace an existing light industrial building for the primary use of the storage of household goods, the Project would not introduce unplanned population growth. The Project would not generate a residential population and would therefore not directly induce unplanned population growth. The Project Site is served by existing infrastructure including streets, water, wastewater, gas, electricity, and stormwater, therefore, the Project would not result in indirect substantial unplanned population growth. Therefore, the Project would have less than significant impacts associated with population growth.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact may occur if a project would result in the displacement of existing housing units or people, necessitating the construction of replacement housing elsewhere. As the existing light industrial building contains no residences or residents and the Project proposes no

residential development, the Project would not displace persons or housing or necessitate the construction of replacement housing elsewhere. Therefore, the Project would have no impact.

Mitigation Measures: No mitigation measures are required.

XV. PUBLIC SERVICES.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, the construction of which could cause significant environmental impacts. The Los Angeles Fire Department generally considers fire protection services to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to the LAMC, the maximum response distance between industrial and commercial neighborhoods and a Los Angeles Fire Department fire station that houses an engine company is one mile and 1.5 miles for a fire station that houses a truck company.[76]

Existing Los Angeles Fire Department stations in the vicinity would serve the Project. The Project Site is located within the Valley Bureau and Battalion 14.[77] The nearest fire station is Los Angeles Fire Department Station No. 60, located at 5320 Tujunga Avenue,[78] approximately 0.7 driving miles southwest of the Project Site. LAFD Fire Station No. 60 is located less than the desired maximum of one mile from the Project Site and therefore is in sufficient proximity to serve the Project. Other Los Angeles Fire Department stations in the vicinity and approximate distances include Station No. 86 (1.5 miles) and Station No. 102 (3.1 miles). Through the City plan check process, the Project would submit plans to the Los Angeles Fire Department for review and approval of fire prevention and safety features, including design features such as adequate driveway widths and access to the building, fire flow pressure, and fire hydrant placement. Based on the distance from the Project Site to existing fire stations, the Project would not require new or physically expanded fire stations, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[76] Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.
[77] City of Los Angeles, ZIMAS, Accessed on February 11, 2020 at: http://zimas.lacity.org/.
[78] LAFD, Find Your Station, Accessed on February 11, 2020 at: https://www.lafd.org/fire-stations/station-results.

b. Less than Significant Impact. A project would normally have a significant impact if it requires new or expanded police station facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police protection. The Project Site is located within the North Hollywood Community division of the Los Angeles Police Department Valley Bureau. The North Hollywood Community Police Station is located approximately 1.1 driving miles west of the Project Site and serves the neighborhood of North Hollywood.[79] Los Angeles Police Department prioritizes emergency calls for police assistance based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, the distance between a headquarters facility and the location of a particular emergency does not generally determine response times. Instead, the number of police officers on the street is more directly related to the realized response time.

The construction site could attract trespassers or vandals affecting public safety. Construction is temporary. Temporary impacts would not require the construction or expansion of police facilities to serve the site or maintain service response times, as the Project Site would be monitored during routine patrols. The LAMC requires the placement of temporary walls surrounding vacant lots and requires the Applicant to maintain the temporary construction wall free from graffiti (Chapter 1, Section. 14.4.17). Compliance with LAMC regulatory requirements would reduce temporary impacts to police services to less than significant.

Once operational, the Project would not introduce new residents and would replace an existing light industrial building. Therefore, the Project would not result in a substantial increase in the Los Angeles Police Department service area population such that new or physically altered police facilities would be needed to maintain performance objectives. Permanent impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. No Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities exceeding the capacity of the Los Angeles Unified School District. By replacing an existing industrial building, the Project would not introduce a new residential population and the associated generation of school-aged children. As the Project would not generate additional students, the Project would not generate a demand for school facilities that would exceed the capacity of Los Angeles Unified School District schools; therefore, the Project would not result in a need for new or improved facilities that would create a physical impact on the environment. The Project would have no impact pertaining to schools.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact would occur if the recreation and park services available could not accommodate a project-related population increase and a project resulted in the construction of new recreation and park facilities that create significant environmental impacts. The City Department of Recreation and Parks provides existing facilities for recreation in the Project area. Potential impacts to recreational facilities are also discussed in Section XV., Recreation. As the Project would not introduce a new residential population and would replace an existing light industrial building, the Project would not result in a substantial increase in park usage such that new or physically expanded park facilities would be needed. Therefore, the Project would have no impact pertaining to park and recreation facilities.

[79] LAPD, North Hollywood Community Police Station, Accessed on February 11, 2020 at: http://www.lapdonline.org/north_hollywood_community_police_station.

Mitigation Measures: No mitigation measures are required.

e. No Impact. Other public services in the Project vicinity include Los Angeles Public Library facilities. The North Hollywood Amelia Earhart Regional Library is 0.8 driving miles southwest of the proposed Project Site, located at 5211 Tujunga Avenue.[80] As the Project would not introduce a new residential population and would replace an existing light industrial building, the Project would not generate a volume of demand on existing library services that would necessitate the construction of new or physically expanded Los Angeles Public Library facilities. Given the scope and location, the Project would have no impact regarding the need for new or physically expanded Los Angeles Public Library facilities, including the local North Hollywood Amelia Earhart Regional Library.

Mitigation Measures: No mitigation measures are required.

[80] Los Angeles Public Library, North Hollywood Amelia Earhart Regional Library, Accessed on February 21, 2020 at: https://www.lapl.org/branches/north-hollywood.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Analysis

a. No Impact. A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The City Department of Recreation and Parks provides existing facilities within two miles of the Project Site including the North Hollywood Pool, Whitnall Off-Leash Dog Park, North Hollywood Recreation Center, North Hollywood Skate Park, Dave Potell Memorial Sports facility, Tiara Street Park, Valley Village Park, Victory Vineland Recreation Center, Woodbridge Park, and North Weddington Recreation Center.[81] As the Project would replace an existing light industrial building and would not introduce a new residential population, the Project would not result in a substantial increase in park usage such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Project would have no impact pertaining to park and recreation facilities.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in response to Checklist Question XVI.a., the Project would not introduce a new residential population and would replace an existing light industrial building. The Project would not require the construction or physical expansion of existing recreational facilities and therefore, the Project would have no impact.

Mitigation Measures: No mitigation measures are required.

[81] City of Los Angeles Department of Recreation and Parks, Facility Map Locator, Accessed on February 21, 2020 at: https://www.laparks.org/parks.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c. Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the Transportation Assessment for the Artist Office Suites & Self-Storage Mixed-Use Project (Transportation Assessment) conducted by Overland Traffic Consultants, dated August 2020 and provided in **Appendix H.** A Los Angeles Department of Transportation (LADOT) review letter dated September 30, 2020, is also included in Appendix H.

a. No Impact. A significant impact may occur if a project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project Site is accessible by pedestrian travel, bicycle, and public transit, as well as by vehicles. The Los Angeles County Metropolitan Transportation Authority (Metro) operates the North Hollywood G (formerly Orange)/B (formerly Red) Line Station located along Chandler Boulevard at Lankershim Boulevard approximately 0.38 miles southwest of the Project Site. A Metro Line 152 bus stop is located at Vineland Avenue/Chandler Boulevard approximately 400 feet to the south of the Project Site. Chandler Boulevard, from Lankershim Boulevard to the eastern City limit, is identified as a part of the Bicycle Enhanced Network, and Lankershim Boulevard is a Tier 1 roadway for a protected bicycle lane that is located within the Project vicinity. The Project also provides short-term and long-term bicycle parking spaces, as required by the LAMC. The Project would also provide five-foot dedications along the Vineland Avenue and Cleon Avenue frontage between the Project Site and the street to improve pedestrian access.

The Transportation Assessment Guidelines (TAG) prepared by LADOT establish the primary regulatory framework for determining if a project would conflict with applicable programs, plans, ordinances, and policies addressing the circulation system.[82] Consistent with the TAG, the Transportation Assessment was prepared to analyze the transportation impacts of the Projects, including an evaluation of the Project for consistency with a regulatory framework that consists of fifteen adopted plans, ordinances, or other standards and guidelines that address the transportation and circulation system, including the Los Angeles

[82] LADOT, Transportation Assessment Guidelines, July 2020.

Mobility Plan 2035, the Plan for Healthy LA, and the Land Use Element of the General Plan, which is comprised of 35 community plans. Please refer to Appendix F of the Transportation Assessment for the complete list of applicable plans as well as for additional detail regarding Project consistency with these plans (see "Questions to Determine Project Applicability to Plans, Policies and Programs"). The Transportation Assessment determined that the Project is consistent with the City's transportation plans and policies for all travel modes, including transit, roadway, bicycle and pedestrian facilities. Therefore, the Project would result in no impact regarding conflicts with a program, plan, ordinance or policy addressing the circulation system.

Mitigation Measures: No mitigation measures are required.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b). The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled (VMT). LADOT has developed threshold criteria to determine the significance of VMT impacts for development projects for each of the seven (7) City Area Planning Commission (APC) sub-areas within the City. The threshold criteria relate to household VMT per capita and work VMT per employee. A development project will have a potential impact if a project would generate VMT exceeding 15% below the existing average VMT for the APC in which a project is located. The Project is located within the South Valley APC sub-area, which limits daily household VMT per capita to a threshold of 9.4 and a daily work VMT per employee threshold of 11.6.

The Transportation Assessment's VMT calculation for the proposed Project shows a daily household VMT per capita value of 0.0, which is below the South Valley threshold value of 9.4, because the Project does not include residential uses, and a work VMT of 13.1, which is above the South Valley threshold of 11.6. Although the Project would have no residential VMT impact, the work VMT impact would be potentially significant unless mitigation is incorporated. Implementation of mitigation measure **17-1** would reduce work VMT impacts to less than significant through implementation of Transportation Demand Management (TDM) strategies. The TDM strategies required by TRA-1 consist of an employee transit subsidy and educational tools to inform employees about transportation options. Implementation of mitigation measure 17-1 would reduce work VMT to 11.6, resulting in a less than significant impact related to an inconsistency with CEQA Guidelines section 15064.3 subdivision (b).

Mitigation Measures:

17-1 To reduce the transportation impact of the Project, the Applicant or Project Proponent shall implement the following Transportation Demand Management (TDM) strategies:

Transit – The Applicant or Project Proponent shall proactively offer 40 percent of employees a transit subsidy of $2.98 per passenger per day at least once annually for a minimum of five years. The transit subsidy amount and employee allocation may be modified based on the number of parking spaces provided to the satisfaction of the Department of Transportation.

Education and Encouragement – On an ongoing basis, the Applicant or Project Proponent shall provide all employees with marketing and promotional tools to educate and inform drivers about site-specific transportation options and the effects of their travel choices.

c. Less Than Significant Impact. A significant impact may occur if a project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts from increasing hazards due to a geometric design feature generally relate to the design of access points to and from a project site and may include safety,

operational, or capacity impacts. Impacts can be related to vehicle, bicycle, or pedestrian conflicts, as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

As a regulatory requirement, construction activity is required to take place between 7:00 AM to 9:00 PM on weekdays, 8:00 AM to 6:00 PM on Saturdays and national holidays and no construction on Sundays (LAMC Section 41.40). Therefore, construction workers would typically arrive at the Project Site shortly before 7:00 AM, outside the weekday peak morning hour, and depart after the weekday peak evening hours of 4:00 to 6:00 PM. Further, as set forth in project design feature (PDF-1), truck hauling shall be limited to off-peak hours. Therefore, no significant levels of construction worker and/or truck traffic are expected on the street system during peak hours. The Construction Traffic Management Program required by PDF-1 shall also include the use of flagmen or other means to control traffic movement during the ingress and egress of trucks and heavy equipment, as necessary. Safe pedestrian and bicycle circulation paths adjacent to or around the work areas shall be provided by detours or protective barriers, as necessary. The Applicant shall be required to submit the Construction Traffic Management Program or Work Area Traffic Control Plans for review and approval by the City prior to the issuance of grading and construction permits. Construction impacts would be less than significant.

During operations, vehicular access would be provided in the same location as two existing driveways along Vineland Avenue and Cleon Avenue. The Project proposes only minor modifications to the existing driveways, and no new driveways will be added. An existing two-way left turn lane on Vineland Avenue along the Project frontage would facilitate left turns in and out of the site. The on-site loading docks are proposed along the south side of the building to facilitate the movement of goods in and out of the facility. The portion of Vineland Boulevard fronting the Project Site is wide, with two travel lanes and clear visibility of oncoming vehicles. The Transportation Assessment identified no Project access and circulation constraints or deficiencies, concluding that trips generated by the Project would not contribute to unacceptable queuing on or along driveways. Therefore, the Project would not substantially increase hazards due to a design feature and impacts during operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project would result in inadequate emergency access. The Project Site is accessible to emergency vehicles by multiple existing freeways and surface streets in the Project vicinity. Emergency vehicles would access the urban in-fill site by two existing driveways connected to Vineland Avenue and Cleon Avenue. An existing two-way left turn lane on Vineland Avenue along the Project frontage facilitates left turns in and out of the Project Site. A Construction Traffic Management Program shall be implemented during the construction phase to minimize the temporary impact of construction on emergency access. The Project represents in-fill development on a previously-developed site. The Project would not cause permanent alterations to vehicular circulation routes and patterns, nor would it impede public access or travel upon public rights-of-way. Therefore, the Project would not physically impact a designated emergency response or evacuation route or otherwise impede emergency access. Furthermore, through the plan check process, the Fire Department will review the proposed site plan to ensure the project provides adequate access for emergency vehicles in compliance with applicable Fire Code requirements. Therefore, impacts related to emergency access would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

This analysis is based on a Phase I Cultural Resource Assessment, prepared by Envicom Corporation, dated January 17, 2020, and provided in **Appendix D**. The Tribal Notification Letter, dated June 19, 2020, and Assembly Bill (AB) 52 Completion of Consultation letter dated October 8, 2020, are provided in **Appendix I.**

a. Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 listed, or eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources. As mentioned in Section V., Cultural Resources, in response to checklist question V.a., the site is improved and does not contain historical resources.

The results of the NAHC record searches were negative for cultural resources within the study area. In addition, the site is not listed in the National Register of Historic Places or California Register of Historical Resources as defined in Public Resources Code section 5020.1(k) or SurveyLA. The Project

Site is not located within, or designated as, a Historic Cultural Monument, a historic district, or other historic overlay zone.[83]

Examination of USGS maps, aerial images, and satellite images indicated that the Subject Property could contain subsurface cultural resources dating to prior to the 1940s. Therefore, the Project is located within an area the Phase I Cultural Resource Assessment considered sensitive for potential cultural resources. Mitigation measures are provided to reduce the impact of ground-disturbing activities on any potential cultural resources. Mitigation Measure 5-1 requires archaeological monitoring, during removal of asphalt and above-ground structures and grading to bedrock, and Mitigation Measure 5-2 establishes a discovery protocol if potentially significant intact deposits are encountered during excavation. Implementation of Mitigation Measures 5-1 and 5-2 would reduce impacts on potentially present cultural resources to less than significant.

Mitigation Measures: Mitigation Measures **5-1** and **5-2** shall apply.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. The Phase I Cultural Resources Assessment found no significant cultural resources in the SCCIC and NAHC record searches, on a pedestrian walkthrough, or on historic maps and images. As the project area is not considered sensitive for cultural resources based on the Phase I Cultural Resources Assessment, it is unlikely a resource of tribal cultural value as determined by the lead agency would be found.

California AB 52 established a formal consultation process for California Native American tribes traditionally and culturally affiliated with a geographic area to identify potential significant impacts to tribal cultural resources, as defined in PRC Section 21074, as part of the CEQA process. As specified in PRC Section 21080.3.1, lead agencies must provide notice inviting consultation to California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project if a tribe has submitted a request in writing to be notified of proposed projects within 30 days of the AB 52 notice.

In compliance with AB 52, the City provided notice to 11 tribes on June 19, 2020, soliciting requests for consultation. The tribal notification letter, provided in Appendix I, described the Project and informed California Native American Tribes they have 30 calendar days from receipt of this letter to notify the City in writing if they want to consult. Consultation can be ongoing throughout the CEQA process.[84] Two tribe(s) requested consultation within 30 calendar days of the notification letter: the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño or Tribe) and the Fernandeño Tataviam Band of Mission Indians (Tataviam). The City consulted with the Gabrieleño on August 19, 2020, and the Tataviam on September 1, 2020. During consultation with the Tataviam, the Tataviam clarified that there will be no need for further consultation seeing as a mitigation measure requiring an alcohological monitor was already determined to be necessary. During consultation with the Gabrieleño, the Tribe stated that they would be providing evidence indicating that a tribal monitor would be necessary. On September 18, 2020, the Tribe provided planning staff with confidential evidence indicating that there would be potential for

[83] SurveyLA, Historic Resources Survey Report, North Hollywood-Valley Village Community Plan Area, February 26, 2013, Accessed on February 10, 2020 at: https://planning.lacity.org/odocument/c423999b-e386-40d3-abe3-325022c47fce/NHL_Report_Final_2.26.13.pdf.

[84] State of California, Governor's Office of Planning and Research, Technical Advisory, AB-52 and Tribal Cultural Resources in CEQA, June 2017, pg. 8.

discovery of Tribal Cultural Resources at the site given historic Tribal presence in the general area. On October 8, 2020, Planning replied to the Tribe confirming that a Mitigation Measure for a tribal monitor would be included, provided the language that would be included in the Mitigation Measure, and concluded consultation with the Gabrieleño Tribe.

Given the Project proposes subsurface excavation for a basement, ground disturbing activities would disturb native soil and could result in the inadvertent discovery of a tribal cultural resource. Implementation of mitigation measure **18-1** would reduce impacts resulting from the inadvertent discovery of potential tribal cultural resources to less than significant by requiring monitoring and establishing a discovery protocol if ground-disturbing activities encounter tribal cultural resources.

Mitigation Measure:

18-1 Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians - Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14

days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. A significant impact may occur if a project would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects. The Project would generate water, wastewater, and stormwater typical of light industrial uses in compliance with applicable federal, state, and local laws, statutes, and ordinances. As in-fill development, the Project would be served by the same public utilities infrastructure currently serving the existing land use on the Project Site; therefore, the Project would not result in the relocation or substantial expansion of that infrastructure, resulting in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact would occur if a project did not have sufficient water supplies available to serve a project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Los Angeles Department of Water and Power would serve as the potable water purveyor to the Project Site. The Los Angeles Department of Water and Power

supplies water through an extensive distribution system, comprising 7,337 miles of distribution pipes, 119 storage tanks, and a total storage capacity of 315,245 acre-feet.[85] According to the 2015 Urban Water Management Plan, the Los Angeles Department of Water and Power has sufficient water supplies available for average weather years through the Year 2040 with existing passive conservation, as well as for dry and multiple dry years. Water supplies for 2020 for an average weather year are projected by the Urban Water Management Plan to be 611,800 acre-feet per year (AFY).[86] The Project would remove an existing light industrial building with 4,277 SF of floor area and construct and operate an approximately 150,000 gross SF self-storage and artist studio mixed-use building, thus the Project's water usage would not be entirely new. Based on these characteristics, water demand is provided in **Table XIX-1, Project Water Demand**.

Table XIX-1
Project Water Demand

Type of Use	Size or Units	Demand Rate [(a)]	Water Demand (gpd) [(b)]
Proposed			
Office/Artist Studio	15,120 SF	180 gpd/1,000 SF [(c)]	2,721.6
Self-Storage	134,140 SF	24 gpd/1,000 SF [(d)]	3,219.4
Rental Office	740 SF	24 gpd/1,000 SF [(d)]	17.8
Total Proposed Water Generation			**5,958.8**
Existing to be Removed			
Industrial Building	4,277 SF	180 gpd/1,000 SF [(e)]	769.9
		Total Existing Water Generation	**769.9**
		Total Net Water Generation	**5,188.9**

[(a)] City of Los Angeles, CEQA Thresholds Guide (2006), Exhibit M.2-12. Water demand assumed to be 120% of wastewater generation.
[(b)] gpd = gallons per day
[(c)] "Office Building" generation factor.
[(b)] "Storage: Self Storage Building" generation factor.
[(b)] "Office Building" generation factor.

As shown in Table XIX-1, the net increase in water demand resulting from the Project would be 5,188.9 gallons per day (gpd), or 5.81 AFY, a small fraction of one percent (i.e., 0.00095 percent) of the Los Angeles Department of Water and Power's projected water demand for the Year 2020. The Project would comply with required Green Building Code requirements for water conservation, such as water saving/low flow fixtures and drought tolerant planting. Additionally, the Green New Deal was released in 2019 establishing water reduction targets such as sourcing 70% of the City's water locally by 2035, reducing potable water use per capita by 22.5 percent by 2025 and installing hydration stations at 200 sites by 2035. Based on the availability of water supplies indicated in the Urban Water Management Plan, the Los Angeles Department of Water and Power would have sufficient water supply to serve the Project and reasonably foreseeable future development. The Project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

c. Less than Significant Impact. A significant impact would occur if a project would result in a determination by the wastewater treatment provider, which serves or may serve a project, that it does not have adequate capacity to serve a project's projected demand in addition to the provider's existing commitments. LA Sanitation would serve the Project and operates more than 6,700 miles of public sewers

[85] LADWP, Facts and Figures, Accessed on February 14, 2020 at: www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water.
[86] LADWP, Urban Water Management Plan, 2015.

that convey about 400 million gallons per day (mgd) of flow from residences and businesses to the City's four wastewater treatment and water reclamation plants.[87] Wastewater generated from the Project Site would be conveyed to the Hyperion Treatment Plant. Currently an average wastewater flow rate of nearly 275 mgd is generated in the system. The Hyperion Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 175 mgd.[88]

Existing sewer infrastructure would serve the Project, as existing laterals connect to existing wyes, short pipes with adjoining branches, that feed into the main line (Pipe ID 4271016942710175A11) on Vineland Avenue maintained by the City Department of Public Works.[89] The estimated amount of wastewater the Project would generate is provided in **Table XIX-2, Project Wastewater Generation**.

Table XIX-2
Project Wastewater Generation

Type of Use	Size or Units	Demand Rate [(a)]	Water Demand (gpd) [(b)]
Proposed			
Office/Artist Studio	15,120 SF	150 gpd/1,000 SF [(c)]	2,268.0
Self-Storage	134,140 SF	20 gpd/1,000 SF [(d)]	2,682.8
Rental Office	740 SF	20 gpd/1,000 SF [(d)]	14.8
Total Proposed Wastewater Generation			**4,965.6**
Existing to be Removed			
Industrial Building	4,277 SF	150 gpd/1,000 SF [(e)]	641.6
Total Existing Wastewater Generation			641.6
Total Net Wastewater Generation			**4,324**

[(a)] City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12, Sewage Generation Factors.
[(b)] gpd = gallons per day
[(c)] Utilized "Office Building" generation factor.
[(b)] Utilized "Storage: Self Storage Building" generation factor.
[(b)] Utilized "Office Building" generation factor.

As shown in Table XIX-2, Project Wastewater Generation, the net increase in wastewater generation would be 4,324 gpd, a small fraction of one percent (i.e. 0.002 percent) of the excess treatment capacity at Hyperion Treatment Plant. In accordance with the City Sewer Allocation Ordinance (No. 166060), LA Sanitation does not determine sewer capacity until the Los Angeles Department of Building and Safety has established that a project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from a project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. However, based on estimated wastewater generation from the existing sewer infrastructure, Hyperion Water Reclamation Plant would have sufficient capacity for the Project in addition to the provider's existing commitments, and the Project demand is a small percentage of the remaining capacity. Therefore, the Project impact would be less than significant.

[87] LA Sanitation, Sewers, Accessed on February 14, 2020 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=101rkaq8yo_5&_afrLoop=1945382053351572#!.
[88] LA Sanitation, Hyperion Water Reclamation Plant, Accessed on February 14, 2020 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_afrLoop=4620187089132463&_afrWindowMode=0&_afrWindowId=1cb3ng6uon_139#!%40%40%3F_afrWindowId%3D1cb3ng6uon_139%26_afrLoop%3D4620187089132463%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1cb3ng6uon_339.
[89] Navigate LA, Accessed on March 4, 2020 at: https://navigatela.lacity.org/navigatela/.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a such a degree that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Solid waste generated within the City is recycled, reused, and transformed at waste-to-energy facilities or disposed of at landfills and recycling centers. The likely destination for the export is the Simi Valley Landfill and Recycling Center managed by Waste Management. The Simi Valley Landfill and Recycling Center is permitted to accept up to 6,000 tons per day (tpd) of waste accepted an average of 4,087 tpd in 2018, leaving 1,913 tpd of capacity.[90] The Simi Valley Landfill and Recycling Center accepts municipal solid waste, construction and demolition materials, clean dirt and clean asphalt and concrete.[91]

Demolition and Construction

Estimated Project-generated construction waste is provided in **Table XIX-3, Demolition and Construction Solid Waste Generation**. The Project would remove an existing light industrial building used as office space with 4,277 SF of floor area and construct a new approximately 150,000 gross SF self-storage and artist studio mixed-use building.

Table XIX-3
Demolition and Construction Solid Waste Generation

Type of Use	Size	Generation Rate	Total Waste (pounds)	Total Waste (tons)
Demolition				
Building and Parking Lot [a]				2,169
Demolition Waste Generation				2,169
Diversion of 50% for Recycling [b]				*-1,084.5*
			Demolition solid waste sub-total	**1,084.5**
Construction				
Industrial Building	150,000 SF	4.34 lbs/SF [c]	651,000	325.5
Construction Waste Generation				325.5
Diversion of 50% for Recycling [d]				*-162.8*
			Construction solid waste sub-total	**162.7**
			Total Demolition and Construction Waste for Landfill Disposal	**1,247.2**

[a] Demolition waste tonnage from CalEEMod Outputs in Appendix B.
[b] Required by LAMC, Sections 99.04.408.1 and 66.32.
[c] United States Environmental Protection Agency, Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount. Table 2-2.

Project demolition and construction would generate approximately 1,247.2 tons of waste as shown in Table XIX-3. The Waste Management Act (AB 939) requires each California City and County to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a Source Reduction and Recycling Element (SRRE) that demonstrates how the jurisdiction will meet AB 939's mandated diversion goals of 50 percent. In accordance with the LAMC (Section 99.04.408.1, Construction and Demolition), the Project would require construction waste diversion of at least 50 percent in accordance with the California Green Building Standards Code (Sections 4.408 and 5.408).

[90] Los Angeles County Public Works, County of Los Angeles Countywide Integrated Waste Management Plan, 2018 Annual Report, December 2019, pg. 50.
[91] Waste Management, Simi Valley Landfill Accepted Materials, Accessed on March 4, 2020 at: https://www.wm.com/location/california/ventura-county/landfill/acceptable-materials.jsp.

Disposal of demolition waste would occur over approximately 20 days and disposal of construction waste over 200 days. Total demolition and construction waste from the Project, 1,247.2 tons, would be disposed over 250 days total or approximately five tons per day (tpd), which represents less than one percent (0.26 percent) of the 1,913 tpd of remaining permitted capacity for waste daily disposal capacity at the Simi Valley Landfill and Recycling Center. Construction waste would not exceed the daily permitted capacity of the Simi Valley Landfill and Recycling Center, resulting in a less than significant impact.

Operations

Employees of the proposed facility would generate solid waste typical of light industrial uses. Operational waste is provided in **Table XIX-4, Operational Solid Waste Generation**.

Table XIX-4
Operational Solid Waste Generation

Type of Use	# of Employees	Generation Rate (lbs/employee/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)
Operations				
Artist & Makers	50 per day [b]	8.93	446.5	0.22
Self-Storage	2 per day	8.93	17.86	0.01
Artist Management Staff	1 per day	8.93	8.93	0.00
Total Operations Waste Generation			**473.3**	**0.23**
Diversion of 50% for Recycling [c]			236.7	**0.12**
Total Operational Waste for Landfill Disposal			**236.6**	**0.11**

[a] City of Los Angeles. L.A. CEQA Thresholds Guide. 2006. Industrial Solid Waste Generation, pg. M 3-2.
[b] Although the Project is expected to provide office studio space to an estimated 150 tenants, an estimated 30-50 tenants would use the studio space per day. Judith Olivia HeartSong, Founder and Executive Director, Artists & Makers Studios, email correspondence with Nimble Consulting, August 17, 2020.
[c] Required by LAMC, Section 99.04.408.1 and 66.32.

As shown in Table XIX-4, Operational Solid Waste Generation, commercial uses are estimated to generate 8.93 pounds per employee per day. Based on an estimated 50 Artist & Makers tenants and three employees per day, the Project would result in a total solid waste generation of approximately 473.3 pounds per day prior to recycling diversion. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 236.7 pounds per day (0.12 tpd) to be disposed in landfills. This represents approximately 0.006 percent of the permitted daily capacity of the Simi Valley Landfill and Recycling Center. Therefore, operational solid waste impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Less than Significant Impact . A significant impact may occur if a project would generate solid waste not disposed of in accordance with applicable regulations. The Project would generate solid waste typical of light manufacturing uses and would comply with applicable federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Appropriate disposal of potentially hazardous construction materials from demolition of existing structures is discussed in Section IX, Hazards and Hazardous Materials. With implementation of regulatory compliance measure 9-1, impacts would be less than significant with mitigation.

Mitigation Measures: No mitigation measures are required .

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis

a-d. No Impact. The Project Site is located in an urbanized area of the City at least two miles from the nearest wildland-urban interface. The Community Plan area is developed and zoned for light industrial uses. The Project Site is not located within or near a state responsibility area (SRA)[92] or land classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[93]

Existing Los Angeles Fire Department stations in the vicinity would serve the Project. In the event of a wildfire, the nearest fire station is Los Angeles Fire Department Fire Station No. 60, approximately 0.7 driving miles southwest of the Project Site. Other Los Angeles Fire Department fire stations in the vicinity and approximate distances include Station No. 86 (1.5 miles) and Station No. 102 (3.1 miles). In addition, through the City plan check process, the Project would submit plans to the Los Angeles Fire Department for review and approval of fire prevention and safety features, including design features such as adequate street widths and access to the building, fire flow pressure, and fire hydrant placement. The Project is not located within or near an SRA or VHFHSZ and therefore, the Project would have no impact regarding wildfires.

Mitigation Measures: No mitigation measures are required.

[92] Board of Forestry and Fire Protection, State Responsibility Area Viewer, Accessed on February 21, 2020 at: https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/.
[93] City of Los Angeles, ZIMAS, Accessed on February 21, 2020 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☒	☐	☐
c. Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. A significant impact could occur if a project would significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The Project Site is in an urbanized area surrounded by urban uses including a major surface street, Vineland Boulevard, and adjacent commercial and light industrial land uses. As discussed in response to section IV., Biological Resources, the Project Site was queried for nine U.S. Geological Survey 7.3-minute quadrangle regions containing and surrounding the Project Site. The California Natural Diversity Database, California Native Plant Society, and literature search results, provided in Appendix C, support the conclusion the Project Site does not provide habitat for rare or endangered plant or animal species. Therefore, the Project would not eliminate a plant or animal community or restrict the range of a plant or animal of a rare or endangered plant or animal.

As discussed Section V., Cultural Resources, search results from the South Central Coastal Information Center, Native American Heritage Commission, U.S. Geological Survey Maps, and a pedestrian survey for cultural resources on the Project Site were negative; therefore, the Project would not eliminate any

known important examples of major periods of California history or prehistory. However, the Phase I Cultural Resource Assessment concluded the Project is located within an area considered sensitive for potential, unknown cultural resources that could be encountered during ground disturbance. Implementation of Mitigation Measures 5-1 and 5-2 would reduce impacts on potentially present cultural resources to less than significant. As discussed Section XVIII., Tribal Cultural Resources, the Project provides Mitigation Measures 18-1 and 18-2 to reduce impacts resulting from the inadvertent discovery of potential tribal cultural resources to less than significant by establishing a discovery protocol and requiring consultation if ground disturbing activities encounter tribal cultural resources. Therefore, impacts to important examples of major periods of California history or prehistory would be less than significant with mitigation.

Mitigation Measures: Mitigation Measures 5-1, 5-2, 18-1, and 18-2 shall apply.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the impacts of a proposed project, in conjunction with the impacts of related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although related projects identified and analyzed in the Transportation Assessment provided in Appendix H may be constructed in the Project vicinity, the cumulative transportation impacts to which the proposed Project would contribute were found to be less than significant. These related projects are provided in **Table XXI-1, Related Projects**.

Table XXI-1
Related Projects

#	Project Name	Address	Land Use Data	
			Land Use	Size
1	NoHo Lankershim Mixed-Use	5401 Lankershim Blvd	Office Retail Apartments	1,918 SF 14,500 SF 127 units
2	The Weddington Apartments	11120 Chandler Blvd	Apartments	324 units
3	NoHo Artwalk	11126 Chandler Blvd	Condominiums Retail Office Removed Retail Removed	220 units 9,400 SF (31,500) SF (2,500) SF
4	Apartments	5513 Case Avenue	Apartments	90 units
5	Apartments	11011 Otsego Street	Apartments	144 units
6	NoHo Millennium Mixed Use	5107 Lankershim Blvd	Apartments Market Office	297 units 23,733 SF 1,267 SF
7	Apartments	5508 Fulcher Avenue	Apartments	46 units
8	Apartments	11106 Hartsook Street	Apartments	61 units

Source: Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020.

As previously evaluated in the impact analysis following each environmental factor in the Initial Study, the impact conclusions were either "no impact," "less-than-significant," or "potentially significant unless mitigation incorporated." Although, if approved, the eight related projects shown on Table XXI-1 may be constructed in the Project vicinity, the impact of the Project in conjunction with the impact of related projects would not be cumulatively considerable. Implementation of the mitigation measures identified in Section V., Cultural Resources, VII., Geology and Soils, IX., Hazards and Hazardous Materials, XIII.,

Noise, XVII., Transportation, and XVIII. Tribal Cultural Resources would reduce cumulative impacts to less than significant.

c. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a proposed project has the potential to result in substantial adverse effects on human beings. As discussed in the preceding sections, all potential impacts of the Project have been identified and mitigation measures have been prescribed, where applicable, to reduce potentially significant impacts to less than significant levels. Compliance with regulatory requirements and implementation of the mitigation measures in Section V., Cultural Resources, VII., Geology and Soils, IX., Hazards and Hazardous Materials, XIII., Noise, XVII., Transportation, and XVIII. Tribal Cultural Resources would reduce substantial adverse impacts on human beings, either directly or indirectly, to less than significant.

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7.0 PUBLIC REVIEW

As lead agency, the City made the Draft IS/MND available for a 20-day public review period beginning October 15 and ending November 4, 2020.[94] The City received no comments during the review period.

Due to the Covid-19 pandemic, public facilities including City Hall and libraries are closed until further notice. The *Daily News* published a Notice of Intent to adopt the IS/MND on Thursday, October 15, 2020. The City also made the IS/MND (Case No. ENV-2019-7321) available for public review on the Department of City Planning website at https://planning.lacity.org/pdiscaseinfo/caseid/MjM0MjIz0. Alternatively, agencies and the public were directed to call or email City staff to make arrangements to view the IS/MND and supporting materials in the project case file in person.

Due to the Covid-19 pandemic, the City held a hearing officer hearing online on November 9, 2020, at 1:00 PM with Jojo Pewsawang as hearing officer. The purpose of the hearing was to gather public input and address questions from City staff or members of the public.

[94] In accordance with CEQA Guidelines Section 15073.

8.0 CORRECTIONS AND ADDITIONS

This section documents corrections and additions to the text of the Draft IS/MND and supporting materials made after the end of public review on November 4, 2020. A double underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. These corrections and additions do not affect the overall conclusions of the IS/MND, and as such, these corrections and additions do not result in new or substantially increased significant impacts as compared to those previously identified in the Draft IS/MND.

Architectural Plan Minor Clarifications
Corrections and additions to supporting materials consisted of revisions to the architectural plans to show windows, solar panels, and LADWP transformer. In response to a request from City staff, the Applicant reduced the number of vehicular parking spaces from 69 to 63 spaces to accommodate more outdoor space and landscaping. The revised architectural plans are provided in Appendix A. These additions are minor clarifications and do not result in new or substantially increased impacts as compared to those previously identified in the Draft IS/MND.

Mitigation Measure Minor Clarification
Corrections to the Draft IS/MND consisted of the following minor revision to the wording of mitigation measure 17-1. This revision resulted from the Applicant proposing to reduce the number of vehicular parking from 69 spaces to 63 spaces, thereby resulting in a change to the mitigation for Transportation Demand Management.

17-1 To reduce the transportation impact of the Project, the Applicant or Project Proponent shall implement the following Transportation Demand Management (TDM) strategies:

Transit – The Applicant or Project Proponent shall proactively offer 40 percent of employees a transit subsidy of ~~$2.98~~ $1.49 per passenger per day at least once annually for a minimum of five years. The transit subsidy amount and employee allocation may be modified based on the number of parking spaces provided to the satisfaction of the Department of Transportation.

Conclusion
These corrections do not result in new or substantially increased impacts as compared to those previously identified in the Draft IS/MND.

9.0 MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) Section 21081.6 requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."[95] This Mitigation Monitoring Program (MMP) is prepared to monitor implementation of the project mitigation measures in compliance with the requirements of the California Environmental Quality Act (CEQA) Statute, PRC Section 21081.6, and Guidelines, Section 15097. The City of Los Angeles is the Lead Agency under CEQA for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the project. The MND identified project design features, regulatory compliance measures, or mitigation measures to avoid or to reduce potentially significant impacts to less than significant. As the Lead Agency, the City of Los Angeles is responsible for reviewing and approving the MMP as part of the approval process and prior to adoption of the MND. The purpose of this MMP is to:

- Verify compliance with the required mitigation measures of the MND;
- Provide a methodology to document implementation of mitigation measures;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Use existing agency review processes' wherever feasible.

Unless noted otherwise, the Applicant is responsible for implementing the mitigation measures and providing documentation concerning implementation to the appropriate monitoring and enforcement agency as identified in this MMP. The departments listed are within the City of Los Angeles, unless noted otherwise. Each mitigation measure is categorized by impact area in the Initial Study and identifies the following:

Enforcement Agency – agency with the power to enforce the mitigation measure.

Monitoring Agency – agency to which reports involving feasibility, compliance, and implementation are made, or physically monitors the project for compliance.

Monitoring Phase – phase during which the mitigation measure shall be monitored. Monitoring phases consist of:

- Pre-Construction, including design
- Construction
- Pre-Operation
- Operation (Post-construction)

[95] *CEQA Guidelines* Section 15097, Mitigation Monitoring or Reporting, provides additional direction on preparing a Mitigation Monitoring Program to ensure that mitigation measures are implemented.

Monitoring Frequency – frequency of which the mitigation measure shall be monitored.

Action Indicating Compliance – action by which an enforcement or monitoring agency indicates a mitigation measure has been implemented for compliance.

This MMP shall be in place throughout all phases of the project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies for compliance with the required mitigation measure.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or a successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.
In compliance with the requirements of the CEQA Statute, PRC Section 21081.6, and Guidelines, Section 15097, the project shall implement the following mitigation measures.

Mitigation Measures

Cultural Resources

5-1 Archaeological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present cultural resources, an archaeological monitor that meets the Secretary of Interior's professional qualification standards shall monitor asphalt removal, above ground structure removal, and ground-disturbing activities from surface to bedrock. The purpose of having an archaeologist on site is to assess if any significant cultural resources are encountered during ground-disturbing activities. If such features are identified, then the "discovery" protocol will be followed.

The archaeological monitor shall collect any diagnostic historic material uncovered through grading within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the "discovery" protocol shall be followed.

A final Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring the demolition and ground-disturbing activities on the Project Site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the final Monitoring Report.

All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials determined important shall be curated at an appropriate depository or returned to the Applicant or Project Proponent for public display. If important materials are found during monitoring, a Curation Plan may be required for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and any processing, analysis, and curation of all artifacts shall be the responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

5-2 Archaeological Discovery Protocol

The following "discovery" protocol shall be followed if potentially significant intact deposits are encountered within an undisturbed context during ground-disturbing activities. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or ground-disturbing activities within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the Applicant or Project Proponent's Project Manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be

avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to site monitoring, based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery shall be the responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act. All individual reports, including the final Monitoring Report, will be submitted to the South Central Coastal Information Center at the conclusion of the Project.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

5-3 Inadvertent Discovery of Human Remains

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Geology and Soils

7-2 Paleontological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present paleontological resources, a qualified paleontological monitor shall monitor ground-disturbing activities that directly impact bedrock. The paleontological monitor shall collect any fossil material uncovered through grading that is found within a disturbed context, and shall halt construction within 50-feet of a potentially significant fossil resource as necessary. Fossils collected from a disturbed context, or fossils that do not warrant additional assessment, can be collected without the need to halt grading.

If fossils are encountered that cannot be removed during grading and that the monitor believes need further assessment, then the following "discovery" protocol shall be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery may be described in the monitor's daily log and final Monitoring Report. Discovery Protocol: All fossils recovered that may be of importance to California paleontology shall be cleaned, analyzed, and described within a final Monitoring Report. All materials shall be curated at the Natural History Museum of Los Angeles County or placed on public display by the owner. If important fossils are found during monitoring, the monitor shall prepare a Curation Plan for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the Applicant.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Hazards and Hazardous Materials

9-1 Data Gap Investigation

To mitigate the release of lead and arsenic in the shallow soils on the Project Site, the Applicant shall retain a qualified consultant to investigate, delineate, and properly remediate soils to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department prior to issuance of any permit for demolition, grading, or construction.

Enforcement Agency: Site Mitigation Unit of the Los Angeles County Fire Department

Monitoring Agency: Site Mitigation Unit of the Los Angeles County Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of a permit for demolition, grading, or construction

Action Indicating Compliance: Issuance of a permit for demolition, grading, or construction

9-2 Vapor Intrusion Mitigation System

To mitigate potential vapor intrusion from tetrachloroethene (PCE) in soil vapor and methane at the Project Site, the Applicant shall install a Vapor Intrusion Mitigation System (VIMS) beneath the foundation of the proposed building. The Applicant shall submit design documents for the VIMS to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department and the Department of Building and Safety prior to issuance of any permit for demolition, grading, or construction. The VIMS shall be designed in conformance with standard engineering principles and practices.

The Applicant shall retain a qualified engineer to independently analyze methane hazards as defined in Ordinance No. 175,790 and Section 91.7102 of the Los Angeles Municipal Code. As necessary depending on site conditions, the engineer shall investigate and design a methane mitigation system in compliance with the Methane Mitigation Standards for the appropriate Site Design Level to prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations for review and approval by the Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, and City of Los Angeles Fire Department.

Enforcement Agency: Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, City of Los Angeles Fire Department

Monitoring Agency: Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, City of Los Angeles Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: At plan check and prior to issuance of a permit for demolition, grading, or construction

Action Indicating Compliance: Approval of design recommendations and issuance of a permit for demolition, grading, or construction.

Noise

13-1 Increased Vibration Levels (Construction Activities)

To reduce the impact of groundborne vibration and noise annoyance potential from a bulldozer operating less than 15 feet from the recording studio nearest the southern Project Site boundary, the Applicant shall implement one or more of the following options:

- Provide a minimum 15-foot setback of bulldozer activity from the recording studio adjacent to the southern Project Site boundary,
- Substitute equipment with lower groundborne vibration generation potential. This measure would reduce vibration at the adjacent recording studio to a level that would not exceed the human annoyance criterion for high sensitivity land uses,
- Give prior notification to the recording studio to avoid or minimize the interference of Project construction on existing business operations. This measure would reduce activity interference at the recording studio by allowing for the rescheduling of vibration-intensive construction activities (i.e. bulldozer operation within 15-feet of the building) or recording, thereby reducing or eliminating co-occurrence of the sensitive activity with the potential exceedance of vibration criteria.
- If the 15-foot bulldozer setback is not technically feasible, vibrations should be monitored and recorded with seismographs during bulldozer activity within the 15 foot buffer to detect the magnitude of vibration and oscillation experienced by adjacent structures. If the vibration levels at the recording studio exceed 65 VdB (equivalent to approximately 0.007 PPV in/sec), the construction contractor shall modify the procedure to reduce the values to acceptable levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction, Construction

Monitoring Frequency: At plan check, ongoing during field inspection

Action Indicating Compliance: Issuance of Grading Permit, Issuance of Certificate of Occupancy or Use of Land

Transportation and Traffic

17-1 Transportation Demand Management (TDM) strategies

To reduce the transportation impact of the Project, the Applicant or Project Proponent shall implement the following Transportation Demand Management (TDM) strategies:

Transit – The Applicant or Project Proponent shall proactively offer 40 percent of employees a transit subsidy of $1.49 per passenger per day at least once annually for a minimum of five years. The transit subsidy amount and employee allocation may be modified based on the number of parking spaces provided to the satisfaction of the Department of Transportation.

Education and Encouragement – On an ongoing basis, the Applicant or Project Proponent shall provide all employees with marketing and promotional tools to educate and inform drivers about site-specific transportation options and the effects of their travel choices.

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: LADOT

Monitoring Phase: Operation (Post-construction)

Monitoring Frequency: Ongoing

Action Indicating Compliance: Payment of transit subsidies and provision of educational materials

Tribal Cultural Resources

18-1 Inadvertent Discovery of Tribal Cultural Resources

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians - Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for

impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make

the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning, All California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Project Design Features

In addition to the required mitigation measures, the project also includes project design features that prevent any significant impacts from occurring through design. These project design features are included below and are conditions of the project that must be monitored and enforced as if they were mitigation measures. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

Transportation and Traffic

PDF-1 Construction Traffic Management Program

A Construction Traffic Management Program, including but not limited to, lane closure or modification information, hauling, staging, and temporary access and parking plans, as necessary, shall be prepared by the Project construction contractor and submitted to the City for review and approval. The Construction Traffic Management Program shall convey the specific actions of the construction process, with focus on the activities that may potentially affect off-site rights-of-way. The Construction Traffic Management Program shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Construction vehicle and equipment parking or staging on surrounding public streets shall be minimized to the extent feasible.
- Temporary vehicular traffic controls (such as signage and/or flag persons) during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways shall be implemented.
- Safety precautions for pedestrians and bicyclists, through such measures as signage and protection barriers, shall be implemented, as appropriate.
- Construction-related activities (such as deliveries and/or hauling) shall be scheduled to occur outside the commuter peak hours.
- To avoid structural damage related to construction period vibration, loaded trucks shall be prohibited from operating within 15 feet of off-site structures.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

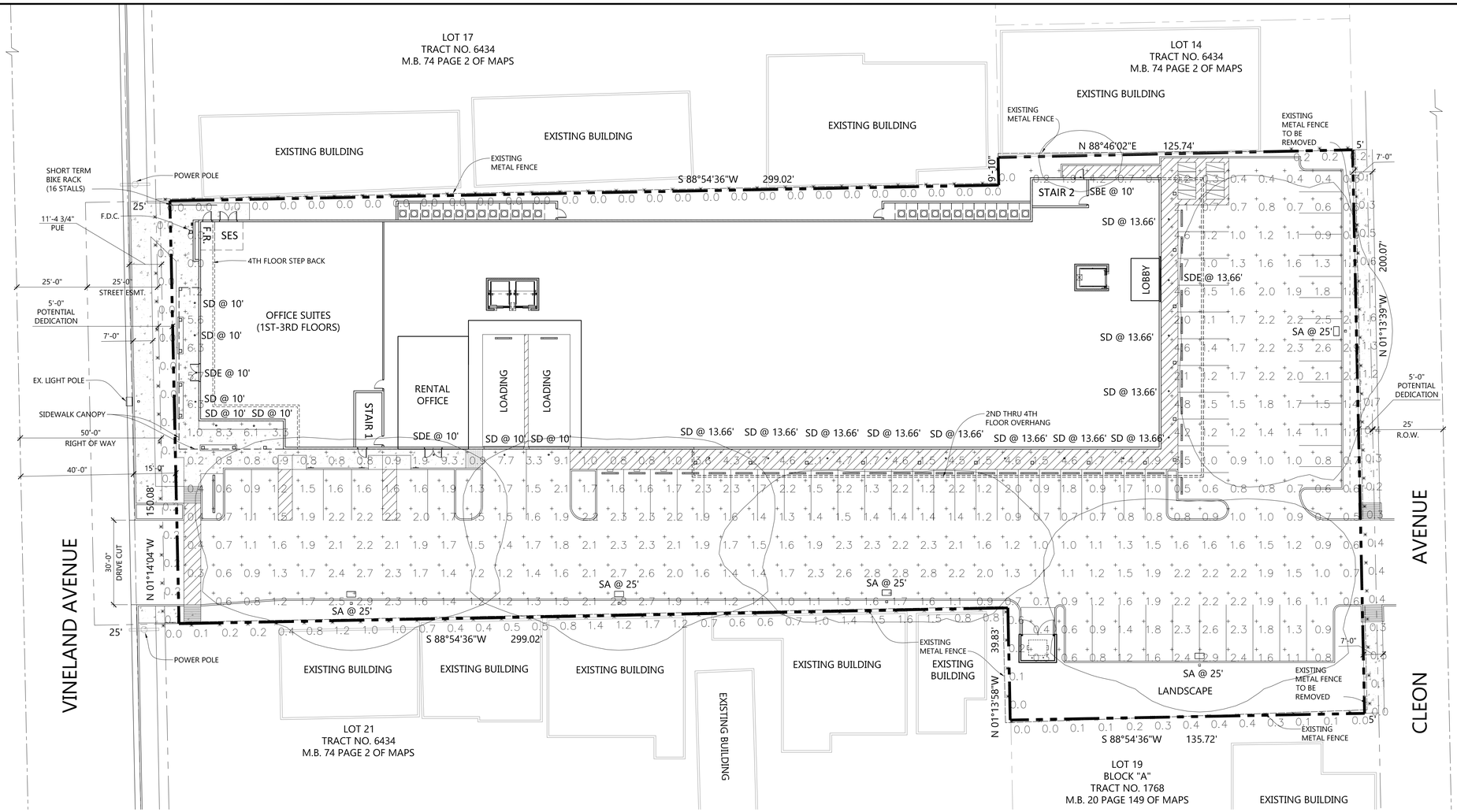
Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

APPENDIX A

Architectural Plans



SITE PHOTOMETRIC PLAN

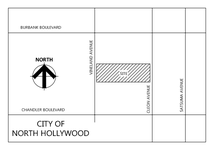
SCALE: 1" = 20'-0"

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PROPERTY LINE – FC @ GRADE	✕	0.4 fc	1.7 fc	0.0 fc	N/A	N/A
SITE – FC @ GRADE	+	1.7 fc	9.3 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Filename	Lumens per Lamp	LLF	Wattage
▭ ▫	SA	4	Lithonia Lighting	DSX0 LED P6 40K TFTM MVOLT SPA HS (FINISH) / SSS 22.5' W/2.5' BASE	DSX0 LED P6 40K TFTM MVOLT with houseside shield	LED	DSX0_LED_P6_40K_TFTM_MVOLT_HS.ies	12465	0.91	134
▭	SBE	1	Lithonia Lighting	WDGE1 LED P1 40K 80CRI VW MVOLT E4WH (FINISH)	WDGE1 LED WITH P1 – PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC W/EM BATTERY PACK	LED	WDGE1_LED_P1_40K_80CRI_VW.ies	1229	0.91	10.0002
◯	SD	19	Lithonia Lighting	LDN6 40/10 L06AR LSS MVOLT EZ10	6IN LDN, 4000K, 1000LM, CLEAR, SEMI-SPECULAR REFLECTOR, CRI80	LED	LDN6_40_10_L06AR_LSS.ies	952	0.91	10.44
◯	SDE	3	Lithonia Lighting	LDN6 40/10 L06AR LSS MVOLT EZ10 EL	6IN LDN, 4000K, 1000LM, CLEAR, SEMI-SPECULAR REFLECTOR, CRI80 W/EM BATTERY PACK	LED	LDN6_40_10_L06AR_LSS.ies	952	0.91	10.44
▭ ▫	SF	1	Lithonia Lighting	DSX0 LED P5 40K BLC MVOLT SPA HS (FINISH) / SSS 22.5' W/2.5' BASE	DSX0 LED P5 40K BLC MVOLT	LED	DSX0_LED_P5_40K_BLC_MVOLT.ies	9576	0.91	89



VICINITY.MAP

SCALE: N.T.S.

EAPC
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Wind Energy | Interior Design | Construction
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901 E Madison ST, Phoenix, AZ 85034
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www.eapc.net

CLIENT

1784 CapitalHoldings

PROJECT DESCRIPTION

NORTH HOLLYWOOD SELF STORAGE

CITY NORTH HOLLYWOOD

STATE CALIFORNIA

ISSUE DATES

RZ	REZONE SUBMITTAL	08-10-20
SP	SITE PLAN COMMENTS #1	02-05-20
SP	SITE PLAN REVIEW	12-10-19
MARK	DESCRIPTION	DATE

PROJECT NO: 20193680

DRAWN BY: MAB

CHECKED BY: MAB

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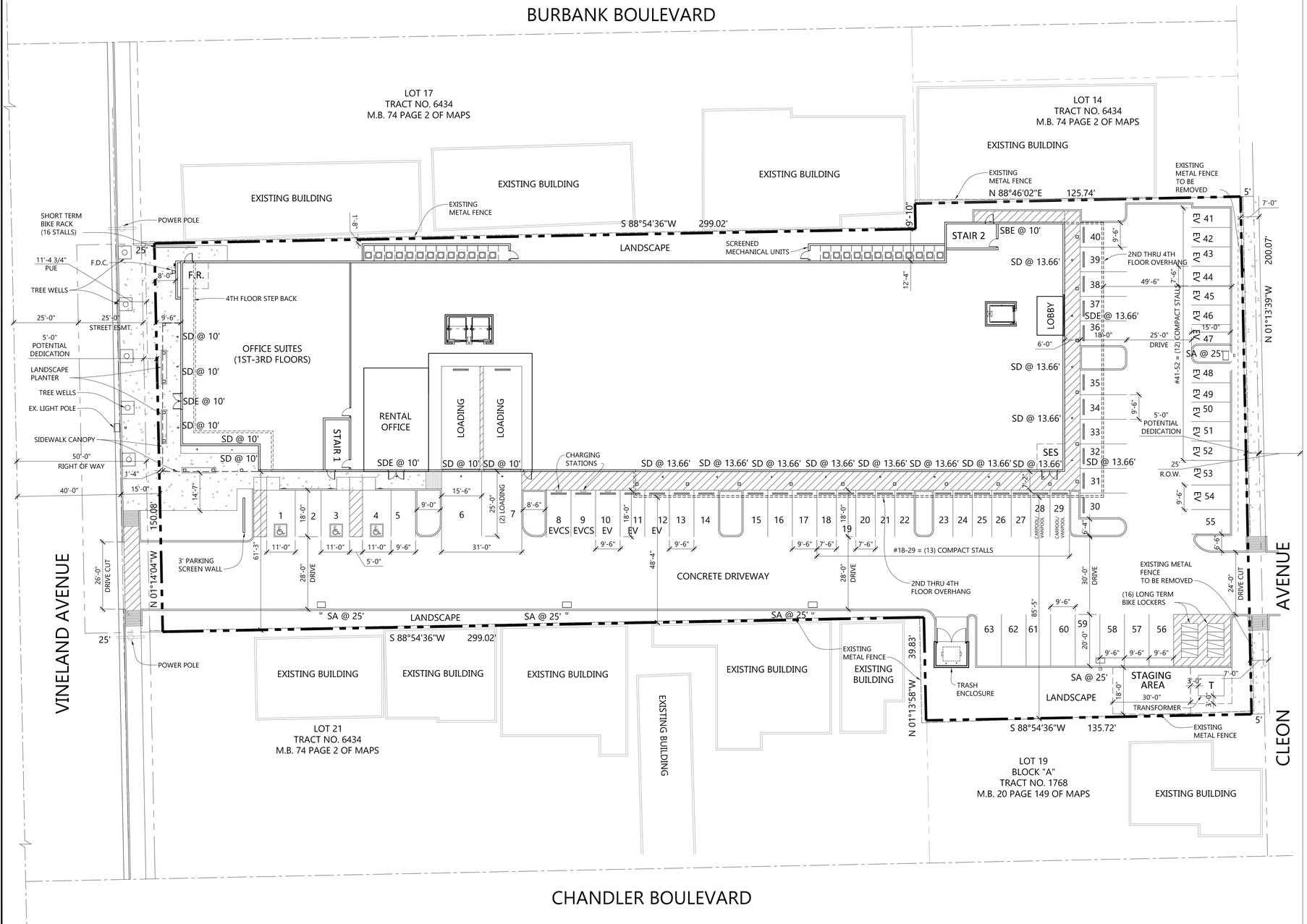
DRAWING TITLE

SITE PHOTOMETRICS

A700



SITE PLAN

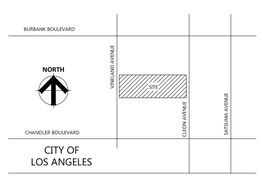
SCALE: 1" = 20'-0"

0' 10' 20' 40'

NORTH

VICINITY.MAP

SCALE: N.T.S.



PROJECT DESCRIPTION:

THE DEVELOPMENT OF A 4 STORY/1 BASEMENT MIXED USE BUILDING CONSISTING OF A SELF STORAGE FACILITY AND OFFICE SUITES FOR VISUAL AND PERFORMING ARTISTS. THE DEVELOPMENT OF THE PROPERTY WILL INCLUDE PAVING AND LANDSCAPING SITE IMPROVEMENTS.

PROJECT INFORMATION:

PROJECT ADDRESS:	5444-5458 N. VINELAND AVENUE, 5437-5451 N. CLEON AVENUE, LOS ANGELES, CA 91601
EXISTING ZONING:	MR2-1VL (LIGHT MANUFACTURING)
PROPOSED ZONING:	M2-2D (LIGHT MANUFACTURING)
APN:	2416001043, 2416001042, 2416001041, 2416001014, 2416001015, 2416001016, & 2416002001
LEGAL DESCRIPTION:	SEE ALTA SURVEY, SHEET 2
NET SITE AREA:	1.63 ACRES (71,011 S.F.)
COMMUNITY PLAN AREA:	NORTH HOLLYWOOD - VALLEY VILLAGE
AREA PLANNING COMMISSION:	SOUTH VALLEY
NEIGHBORHOOD COUNCIL:	NOHO
PROPOSED BUILDING USE:	MIXED USE: SELF STORAGE & OFFICE SUITES FOR VISUAL AND PERFORMING ARTISTS
OCCUPANCY TYPE:	S-1 (STORAGE) AND B (OFFICE)
PROPOSED FAR:	138,141 S.F. / 1.94:1 FAR (CALCULATED PURSUANT TO LAMC SECTION 12.03)
COVERAGE MAX:	N/A
COVERAGE PROPOSED:	46%

SETBACKS REQUIRED (M2 ZONE):

FRONT:	0'-0"
SIDE:	0'-0"
REAR:	0'-0"

SETBACKS PROVIDED:

FRONT:	(WEST = 1'-4" TO 9'-6") (EAST = 49'-6")
SIDE:	(NORTH =1'-8" TO 12'-4") (SOUTH = 48'-4" TO 85'-5")
HEIGHT MAXIMUM:	45'-0" (37'-0" FOR SELF STORAGE, PER LAMC SECTION 12.17.6.A.10)
HEIGHT PROPOSED:	45'-0" T.O.P.

FLOOR AREA:

EXISTING BUILDING TO BE DEMO'ED:	4,277 SF
PROPOSED BUILDING (GROSS FLOOR AREA):	
OFFICE/ARTIST STUDIO:	
1ST FLOOR:	5,040 SF
2ND FLOOR:	5,040 SF
3RD FLOOR:	5,040 SF
TOTAL:	15,120 GROSS SF / 13,664 NET SF
SELF STORAGE (GROSS FLOOR AREA):	
BASEMENT:	28,156 SF
1ST FLOOR:	22,376 SF
2ND FLOOR:	26,375 SF
3RD FLOOR:	26,375 SF
4TH FLOOR:	30,858 SF
TOTAL:	134,140 GROSS SF / 124,371 NET SF
STORAGE RENTAL OFFICE (GROSS FLOOR AREA):	740 SF
TOTAL BUILDING AREA (GROSS FLOOR AREA):	150,000 S.F. (1 DOWN/4 UP)

FLOOR AREA NOT INCLUDED AS NET FLOOR AREA:

EXTERIOR WALLS, STORAGE ROOMS, INTERIOR LOADING AREA STAIRS(X 2 QTY. X 5 FLOORS), ELEVATORS (X 3 QTY. X 5 FLOORS) FIRE RISER, ELECTRICAL ROOM, JANITOR ROOM	11,965 SF
TOTAL GROSS FLOOR AREA:	150,000 (1 DOWN/4 UP)
	-11,965 SF
TOTAL NET FLOOR AREA: (PER LAMC SECTION 12.03)	138,035 SF

PARKING ANALYSIS:

REQUIRED STORAGE PARKING: 1/500 SF FIRST 10,000 SF = 20 SPACES 1/5,000 SF IN EXCESS OF 10,000 SF (124,140/5,000 = 25 SPACES)	45 SPACES
REQUIRED OFFICE SUITE PARKING: 1/500 SF @ 15,860 SF/500 SF	32 SPACES
TOTAL STANDARD STALLS:	38 SPACES
TOTAL COMPACT STALLS:	25 SPACES (40%)
TOTAL OVERALL REQUIRED PARKING:	77 SPACES
REDUCTION REQUESTED PURSUANT TO LAMC SECTION 12.24.S:	6 SPACES (7.8% REDUCTION)
TOTAL PARKING REQUIRED W/LAMC SECTION 12.24.S REDUCTION:	71 SPACES
REDUCTION ALLOWED WITH PROVISION OF 32 BIKE STALLS:	8 SPACE REDUCTION
TOTAL PARKING REQUIRED WITH BIKE STALL REDUCTION:	63 SPACES
TOTAL PARKING PROVIDED:	63 SPACES
REQUIRED ADA PARKING:	3 SPACES
PROVIDED ADA PARKING:	3 SPACES

ELECTRIC VEHICLE PARKING:

TOTAL EV PARKING REQUIRED:	19 SPACES (30%)
TOTAL EV PARKING PROVIDED:	19 SPACES (30%)
TOTAL EVCS PARKING REQUIRED:	2 SPACES (10%)
TOTAL EVCS PARKING PROVIDED:	2 SPACES (10%)

BICYCLE PARKING:

REQUIRED SHORT TERM: 1/10,000 SF FOR WAREHOUSE (134,140 SF / 10,000 SF) = 13 SPACES 1/10,000 SF FOR OFFICE (15,860 SF / 10,000 SF) = 2 SPACES REDUCTION OF 1 PARKING STALL/4 BIKE STALLS	15 SPACES
REQUIRED LONG TERM: 1/10,000 SF FOR WAREHOUSE (134,140 SF / 10,000 SF) = 13 SPACES 1/5,000 SF FOR OFFICE (15,860 SF / 5,000 SF) = 3 SPACES REDUCTION OF 1 PARKING STALL/4 BIKE STALLS	16 SPACES
TOTAL PROVIDED SHORT TERM:	16 SPACES
TOTAL PROVIDED LONG TERM:	16 SPACES/LOCKERS
REQUIRED CARPOOL/VANPOOL SPACES: 1 SPACE PER 50,000 SF - 100,000 SF 1 ADDITIONAL SPACE OVER 100,000 SF	2 SPACES
PROVIDED CARPOOL/VANPOOL SPACES:	2 SPACES

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CLIENT

1784 CapitalHoldings

PROJECT DESCRIPTION

**5444 VINELAND AVE.
NORTH HOLLYWOOD
SELF STORAGE**

CITY LOS ANGELES

STATE CALIFORNIA

ISSUE DATES

MARK	DESCRIPTION	DATE
RZ	REZONE RESUBMITTAL	12-21-20
RZ	REZONE RESUBMITTAL	11-05-20
RZ	REZONE RESUBMITTAL	08-12-20
RZ	REZONE SUBMITTAL	06-30-20
SP	SITE PLAN COMMENTS #1	02-05-20
SP	SITE PLAN REVIEW	12-10-19

PROJECT NO: 20193680

DRAWN BY: MAB

CHECKED BY: MAB

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DRAWING TITLE

PRELIMINARY PLOT PLAN

SP100

APPENDIX B

California Emissions Estimator Model Outputs and Fuel Consumption by Construction Phase Worksheet

Vineland Self Storage Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.12	1000sqft	0.00	15,120.00	0
Unrefrigerated Warehouse-No Rail	134.14	1000sqft	1.63	134,140.00	0
Parking Lot	69.00	Space	0.00	27,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 1.63 ac. lot. 134,140sf storage. 15,120sf office. 69 space parking lot.

Construction Phase - 15 day grading. 20 day coating

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - excavator, 3 backhoes

Off-road Equipment -

Trips and VMT -

Demolition - 2,169 tons demo debris asphalt and building

Grading - 12,500 cy export

Vehicle Trips - trips per traffic letter 1.51/ksf warehouse and 9.74/ksf office

Woodstoves -

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	PhaseEndDate	2/3/2022	3/4/2022
tblConstructionPhase	PhaseEndDate	1/6/2022	1/21/2022
tblConstructionPhase	PhaseEndDate	4/1/2021	4/16/2021
tblConstructionPhase	PhaseEndDate	1/20/2022	2/4/2022
tblConstructionPhase	PhaseStartDate	1/21/2022	2/7/2022
tblConstructionPhase	PhaseStartDate	4/2/2021	4/19/2021
tblConstructionPhase	PhaseStartDate	1/7/2022	1/24/2022
tblGrading	AcresOfGrading	5.63	1.50
tblGrading	MaterialExported	0.00	12,500.00
tblLandUse	LotAcreage	0.35	0.00
tblLandUse	LotAcreage	3.08	1.63
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblTripsAndVMT	HaulingTripNumber	1,563.00	1,562.00
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	1.68	1.51

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2469	2.1368	1.8274	4.5900e-003	0.1674	0.0825	0.2499	0.0518	0.0789	0.1307	0.0000	407.4280	407.4280	0.0512	0.0000	408.7067
2022	0.7172	0.1644	0.1897	4.0000e-004	9.7300e-003	7.0800e-003	0.0168	2.6100e-003	6.7800e-003	9.4000e-003	0.0000	34.6460	34.6460	4.9200e-003	0.0000	34.7690
Maximum	**0.7172**	**2.1368**	**1.8274**	**4.5900e-003**	**0.1674**	**0.0825**	**0.2499**	**0.0518**	**0.0789**	**0.1307**	**0.0000**	**407.4280**	**407.4280**	**0.0512**	**0.0000**	**408.7067**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2469	2.1368	1.8274	4.5900e-003	0.1352	0.0825	0.2176	0.0395	0.0789	0.1184	0.0000	407.4277	407.4277	0.0512	0.0000	408.7065
2022	0.7172	0.1644	0.1897	4.0000e-004	9.7300e-003	7.0800e-003	0.0168	2.6100e-003	6.7800e-003	9.4000e-003	0.0000	34.6460	34.6460	4.9200e-003	0.0000	34.7690
Maximum	**0.7172**	**2.1368**	**1.8274**	**4.5900e-003**	**0.1352**	**0.0825**	**0.2176**	**0.0395**	**0.0789**	**0.1184**	**0.0000**	**407.4277**	**407.4277**	**0.0512**	**0.0000**	**408.7065**

	ROG	NOx	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**	**18.19**	**0.00**	**12.08**	**22.59**	**0.01**	**8.77**	**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	3-1-2021	5-31-2021	0.8956	0.8956
2	6-1-2021	8-31-2021	0.6204	0.6204
3	9-1-2021	11-30-2021	0.6148	0.6148
4	12-1-2021	2-28-2022	0.9331	0.9331
5	3-1-2022	5-31-2022	0.1018	0.1018
		Highest	0.9331	0.9331

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	0.6110	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003
Energy	1.4800e-003	0.0134	0.0113	8.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	420.7717	420.7717	9.8700e-003	2.2500e-003	421.6898
Mobile	0.1048	0.5619	1.5162	5.6200e-003	0.4674	4.6800e-003	0.4720	0.1253	4.3600e-003	0.1296	0.0000	518.7035	518.7035	0.0263	0.0000	519.3619
Waste						0.0000	0.0000		0.0000	0.0000	28.4492	0.0000	28.4492	1.6813	0.0000	70.4817
Water						0.0000	0.0000		0.0000	0.0000	10.6937	254.6431	265.3369	1.1044	0.0272	301.0452
Total	**0.7173**	**0.5754**	**1.5303**	**5.7000e-003**	**0.4674**	**5.7100e-003**	**0.4731**	**0.1253**	**5.3900e-003**	**0.1307**	**39.1429**	**1,194.1237**	**1,233.2666**	**2.8219**	**0.0294**	**1,312.5843**

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	0.6110	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003
Energy	1.4800e-003	0.0134	0.0113	8.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	420.7717	420.7717	9.8700e-003	2.2500e-003	421.6898
Mobile	0.1048	0.5619	1.5162	5.6200e-003	0.4674	4.6800e-003	0.4720	0.1253	4.3600e-003	0.1296	0.0000	518.7035	518.7035	0.0263	0.0000	519.3619
Waste						0.0000	0.0000		0.0000	0.0000	28.4492	0.0000	28.4492	1.6813	0.0000	70.4817
Water						0.0000	0.0000		0.0000	0.0000	10.6937	254.6431	265.3369	1.1044	0.0272	301.0452
Total	**0.7173**	**0.5754**	**1.5303**	**5.7000e-003**	**0.4674**	**5.7100e-003**	**0.4731**	**0.1253**	**5.3900e-003**	**0.1307**	**39.1429**	**1,194.1237**	**1,233.2666**	**2.8219**	**0.0294**	**1,312.5843**

	ROG	NOx	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	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	4/16/2021	5	15	
3	Building Construction	Building Construction	4/19/2021	1/21/2022	5	200	
4	Paving	Paving	1/24/2022	2/4/2022	5	10	
5	Architectural Coating	Architectural Coating	2/7/2022	3/4/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 223,890; Non-Residential Outdoor: 74,630; Striped Parking Area: 1,656 (Architectural Coating – sqft)

OffRoad Equipment

Vineland Self Storage Project - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Excavators	1	6.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	214.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,562.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	73.00	29.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0232	0.0000	0.0232	3.5100e-003	0.0000	3.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	**0.0199**	**0.1970**	**0.1449**	**2.4000e-004**	**0.0232**	**0.0104**	**0.0336**	**3.5100e-003**	**9.7100e-003**	**0.0132**	**0.0000**	**21.0713**	**21.0713**	**5.3900e-003**	**0.0000**	**21.2060**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-004	0.0296	6.9100e-003	8.0000e-005	1.8400e-003	9.0000e-005	1.9300e-003	5.1000e-004	8.0000e-005	5.9000e-004	0.0000	8.1566	8.1566	5.7000e-004	0.0000	8.1707
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.4000e-004	4.9200e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2856	1.2856	4.0000e-005	0.0000	1.2865
Total	**1.4600e-003**	**0.0301**	**0.0118**	**9.0000e-005**	**3.2600e-003**	**1.0000e-004**	**3.3700e-003**	**8.9000e-004**	**9.0000e-005**	**9.8000e-004**	**0.0000**	**9.4422**	**9.4422**	**6.1000e-004**	**0.0000**	**9.4573**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0104	0.0000	0.0104	1.5800e-003	0.0000	1.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	**0.0199**	**0.1970**	**0.1449**	**2.4000e-004**	**0.0104**	**0.0104**	**0.0209**	**1.5800e-003**	**9.7100e-003**	**0.0113**	**0.0000**	**21.0713**	**21.0713**	**5.3900e-003**	**0.0000**	**21.2060**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-004	0.0296	6.9100e-003	8.0000e-005	1.8400e-003	9.0000e-005	1.9300e-003	5.1000e-004	8.0000e-005	5.9000e-004	0.0000	8.1566	8.1566	5.7000e-004	0.0000	8.1707
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.4000e-004	4.9200e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2856	1.2856	4.0000e-005	0.0000	1.2865
Total	**1.4600e-003**	**0.0301**	**0.0118**	**9.0000e-005**	**3.2600e-003**	**1.0000e-004**	**3.3700e-003**	**8.9000e-004**	**9.0000e-005**	**9.8000e-004**	**0.0000**	**9.4422**	**9.4422**	**6.1000e-004**	**0.0000**	**9.4573**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0354	0.0000	0.0354	0.0188	0.0000	0.0188	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0134	0.1445	0.0957	1.8000e-004		6.8400e-003	6.8400e-003		6.2900e-003	6.2900e-003	0.0000	15.4357	15.4357	4.9900e-003	0.0000	15.5605
Total	**0.0134**	**0.1445**	**0.0957**	**1.8000e-004**	**0.0354**	**6.8400e-003**	**0.0422**	**0.0188**	**6.2900e-003**	**0.0251**	**0.0000**	**15.4357**	**15.4357**	**4.9900e-003**	**0.0000**	**15.5605**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.5800e-003	0.2162	0.0504	6.0000e-004	0.0134	6.5000e-004	0.0141	3.6900e-003	6.2000e-004	4.3100e-003	0.0000	59.5353	59.5353	4.1300e-003	0.0000	59.6386
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.8000e-004	4.2500e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1125	1.1125	3.0000e-005	0.0000	1.1134
Total	**7.0600e-003**	**0.2166**	**0.0547**	**6.1000e-004**	**0.0147**	**6.6000e-004**	**0.0153**	**4.0200e-003**	**6.3000e-004**	**4.6500e-003**	**0.0000**	**60.6479**	**60.6479**	**4.1600e-003**	**0.0000**	**60.7520**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0159	0.0000	0.0159	8.4700e-003	0.0000	8.4700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0134	0.1445	0.0957	1.8000e-004		6.8400e-003	6.8400e-003		6.2900e-003	6.2900e-003	0.0000	15.4357	15.4357	4.9900e-003	0.0000	15.5605
Total	**0.0134**	**0.1445**	**0.0957**	**1.8000e-004**	**0.0159**	**6.8400e-003**	**0.0228**	**8.4700e-003**	**6.2900e-003**	**0.0148**	**0.0000**	**15.4357**	**15.4357**	**4.9900e-003**	**0.0000**	**15.5605**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.5800e-003	0.2162	0.0504	6.0000e-004	0.0134	6.5000e-004	0.0141	3.6900e-003	6.2000e-004	4.3100e-003	0.0000	59.5353	59.5353	4.1300e-003	0.0000	59.6386
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.8000e-004	4.2500e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1125	1.1125	3.0000e-005	0.0000	1.1134
Total	**7.0600e-003**	**0.2166**	**0.0547**	**6.1000e-004**	**0.0147**	**6.6000e-004**	**0.0153**	**4.0200e-003**	**6.3000e-004**	**4.6500e-003**	**0.0000**	**60.6479**	**60.6479**	**4.1600e-003**	**0.0000**	**60.7520**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1677	1.2613	1.1932	2.0400e-003		0.0633	0.0633		0.0611	0.0611	0.0000	167.9316	167.9316	0.0300	0.0000	168.6811
Total	**0.1677**	**1.2613**	**1.1932**	**2.0400e-003**		**0.0633**	**0.0633**		**0.0611**	**0.0611**	**0.0000**	**167.9316**	**167.9316**	**0.0300**	**0.0000**	**168.6811**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	8.3300e-003	0.2647	0.0718	6.8000e-004	0.0169	5.4000e-004	0.0174	4.8800e-003	5.2000e-004	5.3900e-003	0.0000	66.1227	66.1227	4.0600e-003	0.0000	66.2241
Worker	0.0291	0.0226	0.2554	7.4000e-004	0.0740	6.1000e-004	0.0746	0.0197	5.6000e-004	0.0202	0.0000	66.7766	66.7766	1.9600e-003	0.0000	66.8258
Total	**0.0374**	**0.2874**	**0.3271**	**1.4200e-003**	**0.0909**	**1.1500e-003**	**0.0920**	**0.0245**	**1.0800e-003**	**0.0256**	**0.0000**	**132.8993**	**132.8993**	**6.0200e-003**	**0.0000**	**133.0499**

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	0.1677	1.2613	1.1932	2.0400e-003		0.0633	0.0633		0.0611	0.0611	0.0000	167.9314	167.9314	0.0300	0.0000	168.6809
Total	**0.1677**	**1.2613**	**1.1932**	**2.0400e-003**		**0.0633**	**0.0633**		**0.0611**	**0.0611**	**0.0000**	**167.9314**	**167.9314**	**0.0300**	**0.0000**	**168.6809**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	8.3300e-003	0.2647	0.0718	6.8000e-004	0.0169	5.4000e-004	0.0174	4.8800e-003	5.2000e-004	5.3900e-003	0.0000	66.1227	66.1227	4.0600e-003	0.0000	66.2241
Worker	0.0291	0.0226	0.2554	7.4000e-004	0.0740	6.1000e-004	0.0746	0.0197	5.6000e-004	0.0202	0.0000	66.7766	66.7766	1.9600e-003	0.0000	66.8258
Total	**0.0374**	**0.2874**	**0.3271**	**1.4200e-003**	**0.0909**	**1.1500e-003**	**0.0920**	**0.0245**	**1.0800e-003**	**0.0256**	**0.0000**	**132.8993**	**132.8993**	**6.0200e-003**	**0.0000**	**133.0499**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.0938	0.0955	1.7000e-004		4.4200e-003	4.4200e-003		4.2700e-003	4.2700e-003	0.0000	13.6183	13.6183	2.3700e-003	0.0000	13.6776
Total	**0.0124**	**0.0938**	**0.0955**	**1.7000e-004**		**4.4200e-003**	**4.4200e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**13.6183**	**13.6183**	**2.3700e-003**	**0.0000**	**13.6776**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	6.3000e-004	0.0204	5.5100e-003	5.0000e-005	1.3700e-003	4.0000e-005	1.4100e-003	4.0000e-004	4.0000e-005	4.3000e-004	0.0000	5.3142	5.3142	3.2000e-004	0.0000	5.3222
Worker	2.2100e-003	1.6600e-003	0.0191	6.0000e-005	6.0000e-003	5.0000e-005	6.0500e-003	1.5900e-003	4.0000e-005	1.6400e-003	0.0000	5.2240	5.2240	1.4000e-004	0.0000	5.2276
Total	**2.8400e-003**	**0.0221**	**0.0246**	**1.1000e-004**	**7.3700e-003**	**9.0000e-005**	**7.4600e-003**	**1.9900e-003**	**8.0000e-005**	**2.0700e-003**	**0.0000**	**10.5382**	**10.5382**	**4.6000e-004**	**0.0000**	**10.5497**

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	0.0124	0.0938	0.0955	1.7000e-004		4.4200e-003	4.4200e-003		4.2700e-003	4.2700e-003	0.0000	13.6183	13.6183	2.3700e-003	0.0000	13.6776
Total	**0.0124**	**0.0938**	**0.0955**	**1.7000e-004**		**4.4200e-003**	**4.4200e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**13.6183**	**13.6183**	**2.3700e-003**	**0.0000**	**13.6776**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	6.3000e-004	0.0204	5.5100e-003	5.0000e-005	1.3700e-003	4.0000e-005	1.4100e-003	4.0000e-004	4.0000e-005	4.3000e-004	0.0000	5.3142	5.3142	3.2000e-004	0.0000	5.3222
Worker	2.2100e-003	1.6600e-003	0.0191	6.0000e-005	6.0000e-003	5.0000e-005	6.0500e-003	1.5900e-003	4.0000e-005	1.6400e-003	0.0000	5.2240	5.2240	1.4000e-004	0.0000	5.2276
Total	**2.8400e-003**	**0.0221**	**0.0246**	**1.1000e-004**	**7.3700e-003**	**9.0000e-005**	**7.4600e-003**	**1.9900e-003**	**8.0000e-005**	**2.0700e-003**	**0.0000**	**10.5382**	**10.5382**	**4.6000e-004**	**0.0000**	**10.5497**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4400e-003**	**0.0339**	**0.0440**	**7.0000e-005**		**1.7400e-003**	**1.7400e-003**		**1.6000e-003**	**1.6000e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9315**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.2600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6202	0.6202	2.0000e-005	0.0000	0.6206
Total	**2.6000e-004**	**2.0000e-004**	**2.2600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6202**	**0.6202**	**2.0000e-005**	**0.0000**	**0.6206**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4400e-003**	**0.0339**	**0.0440**	**7.0000e-005**		**1.7400e-003**	**1.7400e-003**		**1.6000e-003**	**1.6000e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9314**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.2600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6202	0.6202	2.0000e-005	0.0000	0.6206
Total	**2.6000e-004**	**2.0000e-004**	**2.2600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6202**	**0.6202**	**2.0000e-005**	**0.0000**	**0.6206**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6957					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.6977**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	6.1000e-004	4.5000e-004	5.2300e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4312	1.4312	4.0000e-005	0.0000	1.4322
Total	**6.1000e-004**	**4.5000e-004**	**5.2300e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4312**	**1.4312**	**4.0000e-005**	**0.0000**	**1.4322**

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	0.6957					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.6977**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	6.1000e-004	4.5000e-004	5.2300e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4312	1.4312	4.0000e-005	0.0000	1.4322
Total	**6.1000e-004**	**4.5000e-004**	**5.2300e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4312**	**1.4312**	**4.0000e-005**	**0.0000**	**1.4322**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1048	0.5619	1.5162	5.6200e-003	0.4674	4.6800e-003	0.4720	0.1253	4.3600e-003	0.1296	0.0000	518.7035	518.7035	0.0263	0.0000	519.3619
Unmitigated	0.1048	0.5619	1.5162	5.6200e-003	0.4674	4.6800e-003	0.4720	0.1253	4.3600e-003	0.1296	0.0000	518.7035	518.7035	0.0263	0.0000	519.3619

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	147.27	37.20	15.88	363,296	363,296
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	202.55	202.55	202.55	868,078	868,078
Total	349.82	239.75	218.43	1,231,374	1,231,374

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Parking Lot	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Unrefrigerated Warehouse-No Rail	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	406.1446	406.1446	9.5900e-003	1.9800e-003	406.9758
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	406.1446	406.1446	9.5900e-003	1.9800e-003	406.9758
NaturalGas Mitigated	1.4800e-003	0.0134	0.0113	8.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	14.6271	14.6271	2.8000e-004	2.7000e-004	14.7140
NaturalGas Unmitigated	1.4800e-003	0.0134	0.0113	8.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	14.6271	14.6271	2.8000e-004	2.7000e-004	14.7140

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	157399	8.5000e-004	7.7200e-003	6.4800e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.3994	8.3994	1.6000e-004	1.5000e-004	8.4493
Parking Lot	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
Unrefrigerated Warehouse-No Rail	116702	6.3000e-004	5.7200e-003	4.8100e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	6.2277	6.2277	1.2000e-004	1.1000e-004	6.2647
Total		**1.4800e-003**	**0.0134**	**0.0113**	**8.0000e-005**		**1.0200e-003**	**1.0200e-003**		**1.0200e-003**	**1.0200e-003**	**0.0000**	**14.6271**	**14.6271**	**2.8000e-004**	**2.6000e-004**	**14.7140**

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	157399	8.5000e-004	7.7200e-003	6.4800e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.3994	8.3994	1.6000e-004	1.5000e-004	8.4493
Parking Lot	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
Unrefrigerated Warehouse-No Rail	116702	6.3000e-004	5.7200e-003	4.8100e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	6.2277	6.2277	1.2000e-004	1.1000e-004	6.2647
Total		**1.4800e-003**	**0.0134**	**0.0113**	**8.0000e-005**		**1.0200e-003**	**1.0200e-003**		**1.0200e-003**	**1.0200e-003**	**0.0000**	**14.6271**	**14.6271**	**2.8000e-004**	**2.6000e-004**	**14.7140**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	196409	109.3922	2.5800e-003	5.3000e-004	109.6160
Parking Lot	9660	5.3803	1.3000e-004	3.0000e-005	5.3913
Unrefrigerated Warehouse-No Rail	523146	291.3722	6.8800e-003	1.4200e-003	291.9685
Total		**406.1446**	**9.5900e-003**	**1.9800e-003**	**406.9758**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	196409	109.3922	2.5800e-003	5.3000e-004	109.6160
Parking Lot	9660	5.3803	1.3000e-004	3.0000e-005	5.3913
Unrefrigerated Warehouse-No Rail	523146	291.3722	6.8800e-003	1.4200e-003	291.9685
Total		**406.1446**	**9.5900e-003**	**1.9800e-003**	**406.9758**

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	0.6110	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003
Unmitigated	0.6110	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0696					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003
Total	**0.6110**	**3.0000e-005**	**2.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.4200e-003**	**5.4200e-003**	**1.0000e-005**	**0.0000**	**5.7700e-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	tons/yr										MT/yr					
Architectural Coating	0.0696					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4200e-003	5.4200e-003	1.0000e-005	0.0000	5.7700e-003
Total	**0.6110**	**3.0000e-005**	**2.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.4200e-003**	**5.4200e-003**	**1.0000e-005**	**0.0000**	**5.7700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	265.3369	1.1044	0.0272	301.0452
Unmitigated	265.3369	1.1044	0.0272	301.0452

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.68733 / 1.64708	30.5335	0.0883	2.2100e-003	33.3996
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	31.0199 / 0	234.8034	1.0161	0.0250	267.6457
Total		**265.3369**	**1.1044**	**0.0272**	**301.0452**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.68733 / 1.64708	30.5335	0.0883	2.2100e-003	33.3996
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	31.0199 / 0	234.8034	1.0161	0.0250	267.6457
Total		**265.3369**	**1.1044**	**0.0272**	**301.0452**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.4492	1.6813	0.0000	70.4817
Unmitigated	28.4492	1.6813	0.0000	70.4817

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	14.06	2.8541	0.1687	0.0000	7.0708
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	126.09	25.5951	1.5126	0.0000	63.4109
Total		**28.4492**	**1.6813**	**0.0000**	**70.4817**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	14.06	2.8541	0.1687	0.0000	7.0708
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	126.09	25.5951	1.5126	0.0000	63.4109
Total		**28.4492**	**1.6813**	**0.0000**	**70.4817**

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

Vineland Self Storage Project

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	15.12	1000sqft	0.00	15,120.00	0
Unrefrigerated Warehouse-No Rail	134.14	1000sqft	1.63	134,140.00	0
Parking Lot	69.00	Space	0.00	27,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Vineland Self Storage Project - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - 1.63 ac. lot. 134,140sf storage. 15,120sf office. 69 space parking lot.

Construction Phase - 15 day grading. 20 day coating

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - excavator, 3 backhoes

Off-road Equipment -

Trips and VMT -

Demolition - 2,169 tons demo debris asphalt and building

Grading - 12,500 cy export

Vehicle Trips - trips per traffic letter 1.51/ksf warehouse and 9.74/ksf office

Woodstoves -

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	PhaseEndDate	2/3/2022	3/4/2022
tblConstructionPhase	PhaseEndDate	1/6/2022	1/21/2022
tblConstructionPhase	PhaseEndDate	4/1/2021	4/16/2021
tblConstructionPhase	PhaseEndDate	1/20/2022	2/4/2022
tblConstructionPhase	PhaseStartDate	1/21/2022	2/7/2022
tblConstructionPhase	PhaseStartDate	4/2/2021	4/19/2021
tblConstructionPhase	PhaseStartDate	1/7/2022	1/24/2022
tblGrading	AcresOfGrading	5.63	1.50
tblGrading	MaterialExported	0.00	12,500.00
tblLandUse	LotAcreage	0.35	0.00
tblLandUse	LotAcreage	3.08	1.63
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblTripsAndVMT	HaulingTripNumber	1,563.00	1,562.00
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	1.68	1.51

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.7214	47.2488	19.9066	0.1064	6.7053	1.0509	7.7047	3.0520	0.9810	3.9745	0.0000	11,253.8023	11,253.8023	1.3369	0.0000	11,287.2256
2022	69.8306	15.3749	16.1356	0.0375	1.0016	0.6003	1.6019	0.2699	0.5796	0.8494	0.0000	3,593.8119	3,593.8119	0.4161	0.0000	3,604.2142
Maximum	**69.8306**	**47.2488**	**19.9066**	**0.1064**	**6.7053**	**1.0509**	**7.7047**	**3.0520**	**0.9810**	**3.9745**	**0.0000**	**11,253.8023**	**11,253.8023**	**1.3369**	**0.0000**	**11,287.2256**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.7214	47.2488	19.9066	0.1064	4.1111	1.0509	5.1104	1.6724	0.9810	2.5949	0.0000	11,253.8023	11,253.8023	1.3369	0.0000	11,287.2256
2022	69.8306	15.3749	16.1356	0.0375	1.0016	0.6003	1.6019	0.2699	0.5796	0.8494	0.0000	3,593.8119	3,593.8119	0.4161	0.0000	3,604.2142
Maximum	**69.8306**	**47.2488**	**19.9066**	**0.1064**	**4.1111**	**1.0509**	**5.1104**	**1.6724**	**0.9810**	**2.5949**	**0.0000**	**11,253.8023**	**11,253.8023**	**1.3369**	**0.0000**	**11,287.2256**

	ROG	NOx	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**	**33.66**	**0.00**	**27.88**	**41.53**	**0.00**	**28.60**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Energy	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
Mobile	0.6662	3.2380	9.5013	0.0349	2.8548	0.0280	2.8828	0.7640	0.0262	0.7901		3,551.3485	3,551.3485	0.1758		3,555.7441
Total	**4.0227**	**3.3119**	**9.5855**	**0.0353**	**2.8548**	**0.0337**	**2.8885**	**0.7640**	**0.0318**	**0.7958**		**3,639.7447**	**3,639.7447**	**0.1776**	**1.6200e-003**	**3,644.6685**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Energy	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
Mobile	0.6662	3.2380	9.5013	0.0349	2.8548	0.0280	2.8828	0.7640	0.0262	0.7901		3,551.3485	3,551.3485	0.1758		3,555.7441
Total	**4.0227**	**3.3119**	**9.5855**	**0.0353**	**2.8548**	**0.0337**	**2.8885**	**0.7640**	**0.0318**	**0.7958**		**3,639.7447**	**3,639.7447**	**0.1776**	**1.6200e-003**	**3,644.6685**

	ROG	NOx	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	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	4/16/2021	5	15	
3	Building Construction	Building Construction	4/19/2021	1/21/2022	5	200	
4	Paving	Paving	1/24/2022	2/4/2022	5	10	
5	Architectural Coating	Architectural Coating	2/7/2022	3/4/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 223,890; Non-Residential Outdoor: 74,630; Striped Parking Area: 1,656 (Architectural Coating – sqft)

OffRoad Equipment

Vineland Self Storage Project - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Excavators	1	6.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	214.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,562.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	73.00	29.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3207	0.0000	2.3207	0.3514	0.0000	0.3514			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**2.3207**	**1.0409**	**3.3616**	**0.3514**	**0.9715**	**1.3229**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0892	2.8702	0.6730	8.3500e-003	0.1871	8.8100e-003	0.1959	0.0513	8.4300e-003	0.0597		905.6975	905.6975	0.0615		907.2341
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.1450**	**2.9085**	**1.1966**	**9.8400e-003**	**0.3324**	**9.9800e-003**	**0.3424**	**0.0898**	**9.5100e-003**	**0.0993**		**1,053.7376**	**1,053.7376**	**0.0658**		**1,055.3832**

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					1.0443	0.0000	1.0443	0.1581	0.0000	0.1581			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**1.0443**	**1.0409**	**2.0852**	**0.1581**	**0.9715**	**1.1296**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0892	2.8702	0.6730	8.3500e-003	0.1871	8.8100e-003	0.1959	0.0513	8.4300e-003	0.0597		905.6975	905.6975	0.0615		907.2341
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.1450**	**2.9085**	**1.1966**	**9.8400e-003**	**0.3324**	**9.9800e-003**	**0.3424**	**0.0898**	**9.5100e-003**	**0.0993**		**1,053.7376**	**1,053.7376**	**0.0658**		**1,055.3832**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7169	0.0000	4.7169	2.5084	0.0000	2.5084			0.0000			0.0000
Off-Road	1.7888	19.2715	12.7530	0.0234		0.9122	0.9122		0.8393	0.8393		2,268.6596	2,268.6596	0.7337		2,287.0029
Total	**1.7888**	**19.2715**	**12.7530**	**0.0234**	**4.7169**	**0.9122**	**5.6291**	**2.5084**	**0.8393**	**3.3477**		**2,268.6596**	**2,268.6596**	**0.7337**		**2,287.0029**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8683	27.9331	6.5495	0.0812	1.8208	0.0857	1.9066	0.4991	0.0820	0.5811		8,814.3272	8,814.3272	0.5982		8,829.2815
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.9326**	**27.9773**	**7.1537**	**0.0830**	**1.9885**	**0.0871**	**2.0756**	**0.5436**	**0.0833**	**0.6269**		**8,985.1426**	**8,985.1426**	**0.6032**		**9,000.2228**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1226	0.0000	2.1226	1.1288	0.0000	1.1288			0.0000			0.0000
Off-Road	1.7888	19.2715	12.7530	0.0234		0.9122	0.9122		0.8393	0.8393	0.0000	2,268.6596	2,268.6596	0.7337		2,287.0029
Total	**1.7888**	**19.2715**	**12.7530**	**0.0234**	**2.1226**	**0.9122**	**3.0348**	**1.1288**	**0.8393**	**1.9680**	**0.0000**	**2,268.6596**	**2,268.6596**	**0.7337**		**2,287.0029**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8683	27.9331	6.5495	0.0812	1.8208	0.0857	1.9066	0.4991	0.0820	0.5811		8,814.3272	8,814.3272	0.5982		8,829.2815
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.9326**	**27.9773**	**7.1537**	**0.0830**	**1.9885**	**0.0871**	**2.0756**	**0.5436**	**0.0833**	**0.6269**		**8,985.1426**	**8,985.1426**	**0.6032**		**9,000.2228**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0882	2.8156	0.7361	7.4600e-003	0.1857	5.7600e-003	0.1914	0.0535	5.5100e-003	0.0590		797.1538	797.1538	0.0470		798.3279
Worker	0.3129	0.2151	2.9403	8.3500e-003	0.8160	6.5900e-003	0.8226	0.2164	6.0700e-003	0.2225		831.3020	831.3020	0.0245		831.9144
Total	**0.4011**	**3.0307**	**3.6763**	**0.0158**	**1.0016**	**0.0124**	**1.0140**	**0.2699**	**0.0116**	**0.2814**		**1,628.4558**	**1,628.4558**	**0.0715**		**1,630.2422**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0882	2.8156	0.7361	7.4600e-003	0.1857	5.7600e-003	0.1914	0.0535	5.5100e-003	0.0590		797.1538	797.1538	0.0470		798.3279
Worker	0.3129	0.2151	2.9403	8.3500e-003	0.8160	6.5900e-003	0.8226	0.2164	6.0700e-003	0.2225		831.3020	831.3020	0.0245		831.9144
Total	**0.4011**	**3.0307**	**3.6763**	**0.0158**	**1.0016**	**0.0124**	**1.0140**	**0.2699**	**0.0116**	**0.2814**		**1,628.4558**	**1,628.4558**	**0.0715**		**1,630.2422**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0827	2.6776	0.6964	7.3900e-003	0.1857	5.0300e-003	0.1907	0.0535	4.8100e-003	0.0583		790.2091	790.2091	0.0454		791.3428
Worker	0.2931	0.1943	2.7127	8.0500e-003	0.8160	6.3900e-003	0.8224	0.2164	5.8800e-003	0.2223		802.0600	802.0600	0.0221		802.6134
Total	**0.3758**	**2.8719**	**3.4091**	**0.0154**	**1.0016**	**0.0114**	**1.0131**	**0.2699**	**0.0107**	**0.2806**		**1,592.2691**	**1,592.2691**	**0.0675**		**1,593.9562**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0827	2.6776	0.6964	7.3900e-003	0.1857	5.0300e-003	0.1907	0.0535	4.8100e-003	0.0583		790.2091	790.2091	0.0454		791.3428
Worker	0.2931	0.1943	2.7127	8.0500e-003	0.8160	6.3900e-003	0.8224	0.2164	5.8800e-003	0.2223		802.0600	802.0600	0.0221		802.6134
Total	**0.3758**	**2.8719**	**3.4091**	**0.0154**	**1.0016**	**0.0114**	**1.0131**	**0.2699**	**0.0107**	**0.2806**		**1,592.2691**	**1,592.2691**	**0.0675**		**1,593.9562**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0522	0.0346	0.4831	1.4300e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0522**	**0.0346**	**0.4831**	**1.4300e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**142.8326**	**142.8326**	**3.9400e-003**		**142.9312**

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0522	0.0346	0.4831	1.4300e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0522**	**0.0346**	**0.4831**	**1.4300e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**142.8326**	**142.8326**	**3.9400e-003**		**142.9312**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	69.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**69.7703**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0399	0.5574	1.6500e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		164.8069	164.8069	4.5500e-003		164.9206
Total	**0.0602**	**0.0399**	**0.5574**	**1.6500e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**164.8069**	**164.8069**	**4.5500e-003**		**164.9206**

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	69.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**69.7703**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0399	0.5574	1.6500e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		164.8069	164.8069	4.5500e-003		164.9206
Total	**0.0602**	**0.0399**	**0.5574**	**1.6500e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**164.8069**	**164.8069**	**4.5500e-003**		**164.9206**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6662	3.2380	9.5013	0.0349	2.8548	0.0280	2.8828	0.7640	0.0262	0.7901		3,551.3485	3,551.3485	0.1758		3,555.7441
Unmitigated	0.6662	3.2380	9.5013	0.0349	2.8548	0.0280	2.8828	0.7640	0.0262	0.7901		3,551.3485	3,551.3485	0.1758		3,555.7441

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	147.27	37.20	15.88	363,296	363,296
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	202.55	202.55	202.55	868,078	868,078
Total	349.82	239.75	218.43	1,231,374	1,231,374

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Parking Lot	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Unrefrigerated Warehouse-No Rail	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
NaturalGas Unmitigated	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734

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	431.231	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.7330	50.7330	9.7000e-004	9.3000e-004	51.0345
Parking Lot	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
Unrefrigerated Warehouse-No Rail	319.731	3.4500e-003	0.0314	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003		37.6154	37.6154	7.2000e-004	6.9000e-004	37.8389
Total		**8.1000e-003**	**0.0736**	**0.0618**	**4.4000e-004**		**5.5900e-003**	**5.5900e-003**		**5.5900e-003**	**5.5900e-003**		**88.3484**	**88.3484**	**1.6900e-003**	**1.6200e-003**	**88.8734**

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	0.431231	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.7330	50.7330	9.7000e-004	9.3000e-004	51.0345
Parking Lot	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
Unrefrigerated Warehouse-No Rail	0.319731	3.4500e-003	0.0314	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003		37.6154	37.6154	7.2000e-004	6.9000e-004	37.8389
Total		**8.1000e-003**	**0.0736**	**0.0618**	**4.4000e-004**		**5.5900e-003**	**5.5900e-003**		**5.5900e-003**	**5.5900e-003**		**88.3484**	**88.3484**	**1.6900e-003**	**1.6200e-003**	**88.8734**

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	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Unmitigated	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509

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	0.3812					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Total	**3.3484**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0478**	**0.0478**	**1.3000e-004**		**0.0509**

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	0.3812					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Total	**3.3484**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0478**	**0.0478**	**1.3000e-004**		**0.0509**

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

Vineland Self Storage Project

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	15.12	1000sqft	0.00	15,120.00	0
Unrefrigerated Warehouse-No Rail	134.14	1000sqft	1.63	134,140.00	0
Parking Lot	69.00	Space	0.00	27,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 1.63 ac. lot. 134,140sf storage. 15,120sf office. 69 space parking lot.

Construction Phase - 15 day grading. 20 day coating

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - excavator, 3 backhoes

Off-road Equipment -

Trips and VMT -

Demolition - 2,169 tons demo debris asphalt and building

Grading - 12,500 cy export

Vehicle Trips - trips per traffic letter 1.51/ksf warehouse and 9.74/ksf office

Woodstoves -

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	PhaseEndDate	2/3/2022	3/4/2022
tblConstructionPhase	PhaseEndDate	1/6/2022	1/21/2022
tblConstructionPhase	PhaseEndDate	4/1/2021	4/16/2021
tblConstructionPhase	PhaseEndDate	1/20/2022	2/4/2022
tblConstructionPhase	PhaseStartDate	1/21/2022	2/7/2022
tblConstructionPhase	PhaseStartDate	4/2/2021	4/19/2021
tblConstructionPhase	PhaseStartDate	1/7/2022	1/24/2022
tblGrading	AcresOfGrading	5.63	1.50
tblGrading	MaterialExported	0.00	12,500.00
tblLandUse	LotAcreage	0.35	0.00
tblLandUse	LotAcreage	3.08	1.63
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblTripsAndVMT	HaulingTripNumber	1,563.00	1,562.00
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	1.68	1.51

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.7495	47.5957	20.2503	0.1049	6.7053	1.0510	7.7060	3.0520	0.9811	3.9758	0.0000	11,091.1319	11,091.1319	1.3577	0.0000	11,125.0751
2022	69.8375	15.3884	15.9732	0.0368	1.0016	0.6005	1.6021	0.2699	0.5797	0.8496	0.0000	3,525.1924	3,525.1924	0.4177	0.0000	3,535.6348
Maximum	**69.8375**	**47.5957**	**20.2503**	**0.1049**	**6.7053**	**1.0510**	**7.7060**	**3.0520**	**0.9811**	**3.9758**	**0.0000**	**11,091.1319**	**11,091.1319**	**1.3577**	**0.0000**	**11,125.0751**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.7495	47.5957	20.2503	0.1049	4.1111	1.0510	5.1117	1.6724	0.9811	2.5961	0.0000	11,091.1319	11,091.1319	1.3577	0.0000	11,125.0750
2022	69.8375	15.3884	15.9732	0.0368	1.0016	0.6005	1.6021	0.2699	0.5797	0.8496	0.0000	3,525.1924	3,525.1924	0.4177	0.0000	3,535.6348
Maximum	**69.8375**	**47.5957**	**20.2503**	**0.1049**	**4.1111**	**1.0510**	**5.1117**	**1.6724**	**0.9811**	**2.5961**	**0.0000**	**11,091.1319**	**11,091.1319**	**1.3577**	**0.0000**	**11,125.0750**

	ROG	NOx	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**	**33.66**	**0.00**	**27.87**	**41.53**	**0.00**	**28.59**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Energy	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
Mobile	0.6467	3.3250	8.9639	0.0332	2.8548	0.0282	2.8829	0.7640	0.0263	0.7903		3,381.4759	3,381.4759	0.1748		3,385.8470
Total	**4.0032**	**3.3988**	**9.0481**	**0.0337**	**2.8548**	**0.0338**	**2.8886**	**0.7640**	**0.0320**	**0.7959**		**3,469.8721**	**3,469.8721**	**0.1767**	**1.6200e-003**	**3,474.7713**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Energy	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
Mobile	0.6467	3.3250	8.9639	0.0332	2.8548	0.0282	2.8829	0.7640	0.0263	0.7903		3,381.4759	3,381.4759	0.1748		3,385.8470
Total	**4.0032**	**3.3988**	**9.0481**	**0.0337**	**2.8548**	**0.0338**	**2.8886**	**0.7640**	**0.0320**	**0.7959**		**3,469.8721**	**3,469.8721**	**0.1767**	**1.6200e-003**	**3,474.7713**

	ROG	NOx	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	3/1/2021	3/26/2021	5	20	
2	Grading	Grading	3/27/2021	4/16/2021	5	15	
3	Building Construction	Building Construction	4/19/2021	1/21/2022	5	200	
4	Paving	Paving	1/24/2022	2/4/2022	5	10	
5	Architectural Coating	Architectural Coating	2/7/2022	3/4/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 223,890; Non-Residential Outdoor: 74,630; Striped Parking Area: 1,656 (Architectural Coating – sqft)

OffRoad Equipment

Vineland Self Storage Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Excavators	1	6.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	214.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,562.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	73.00	29.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3207	0.0000	2.3207	0.3514	0.0000	0.3514			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**2.3207**	**1.0409**	**3.3616**	**0.3514**	**0.9715**	**1.3229**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0914	2.9054	0.7136	8.2000e-003	0.1871	8.9400e-003	0.1960	0.0513	8.5600e-003	0.0598		890.0079	890.0079	0.0636		891.5987
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.1534**	**2.9478**	**1.1924**	**9.6000e-003**	**0.3324**	**0.0101**	**0.3425**	**0.0898**	**9.6400e-003**	**0.0995**		**1,029.4006**	**1,029.4006**	**0.0677**		**1,031.0939**

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					1.0443	0.0000	1.0443	0.1581	0.0000	0.1581			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**1.0443**	**1.0409**	**2.0852**	**0.1581**	**0.9715**	**1.1296**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0914	2.9054	0.7136	8.2000e-003	0.1871	8.9400e-003	0.1960	0.0513	8.5600e-003	0.0598		890.0079	890.0079	0.0636		891.5987
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.1534**	**2.9478**	**1.1924**	**9.6000e-003**	**0.3324**	**0.0101**	**0.3425**	**0.0898**	**9.6400e-003**	**0.0995**		**1,029.4006**	**1,029.4006**	**0.0677**		**1,031.0939**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7169	0.0000	4.7169	2.5084	0.0000	2.5084			0.0000			0.0000
Off-Road	1.7888	19.2715	12.7530	0.0234		0.9122	0.9122		0.8393	0.8393		2,268.6596	2,268.6596	0.7337		2,287.0029
Total	**1.7888**	**19.2715**	**12.7530**	**0.0234**	**4.7169**	**0.9122**	**5.6291**	**2.5084**	**0.8393**	**3.3477**		**2,268.6596**	**2,268.6596**	**0.7337**		**2,287.0029**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8892	28.2753	6.9450	0.0798	1.8208	0.0870	1.9079	0.4991	0.0833	0.5824		8,661.6347	8,661.6347	0.6193		8,677.1162
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.9607**	**28.3242**	**7.4974**	**0.0814**	**1.9885**	**0.0884**	**2.0769**	**0.5436**	**0.0845**	**0.6281**		**8,822.4723**	**8,822.4723**	**0.6240**		**8,838.0722**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1226	0.0000	2.1226	1.1288	0.0000	1.1288			0.0000			0.0000
Off-Road	1.7888	19.2715	12.7530	0.0234		0.9122	0.9122		0.8393	0.8393	0.0000	2,268.6596	2,268.6596	0.7337		2,287.0029
Total	**1.7888**	**19.2715**	**12.7530**	**0.0234**	**2.1226**	**0.9122**	**3.0348**	**1.1288**	**0.8393**	**1.9680**	**0.0000**	**2,268.6596**	**2,268.6596**	**0.7337**		**2,287.0029**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8892	28.2753	6.9450	0.0798	1.8208	0.0870	1.9079	0.4991	0.0833	0.5824		8,661.6347	8,661.6347	0.6193		8,677.1162
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.9607**	**28.3242**	**7.4974**	**0.0814**	**1.9885**	**0.0884**	**2.0769**	**0.5436**	**0.0845**	**0.6281**		**8,822.4723**	**8,822.4723**	**0.6240**		**8,838.0722**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0925	2.8098	0.8142	7.2600e-003	0.1857	5.9400e-003	0.1916	0.0535	5.6800e-003	0.0591		775.3020	775.3020	0.0501		776.5533
Worker	0.3481	0.2381	2.6883	7.8600e-003	0.8160	6.5900e-003	0.8226	0.2164	6.0700e-003	0.2225		782.7433	782.7433	0.0230		783.3191
Total	**0.4406**	**3.0479**	**3.5025**	**0.0151**	**1.0016**	**0.0125**	**1.0142**	**0.2699**	**0.0118**	**0.2816**		**1,558.0453**	**1,558.0453**	**0.0731**		**1,559.8724**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0925	2.8098	0.8142	7.2600e-003	0.1857	5.9400e-003	0.1916	0.0535	5.6800e-003	0.0591		775.3020	775.3020	0.0501		776.5533
Worker	0.3481	0.2381	2.6883	7.8600e-003	0.8160	6.5900e-003	0.8226	0.2164	6.0700e-003	0.2225		782.7433	782.7433	0.0230		783.3191
Total	**0.4406**	**3.0479**	**3.5025**	**0.0151**	**1.0016**	**0.0125**	**1.0142**	**0.2699**	**0.0118**	**0.2816**		**1,558.0453**	**1,558.0453**	**0.0731**		**1,559.8724**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0869	2.6703	0.7707	7.1900e-003	0.1857	5.2000e-003	0.1909	0.0535	4.9700e-003	0.0584		768.4138	768.4138	0.0483		769.6211
Worker	0.3269	0.2150	2.4760	7.5800e-003	0.8160	6.3900e-003	0.8224	0.2164	5.8800e-003	0.2223		755.2357	755.2357	0.0208		755.7556
Total	**0.4138**	**2.8853**	**3.2467**	**0.0148**	**1.0016**	**0.0116**	**1.0132**	**0.2699**	**0.0109**	**0.2807**		**1,523.6495**	**1,523.6495**	**0.0691**		**1,525.3767**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0869	2.6703	0.7707	7.1900e-003	0.1857	5.2000e-003	0.1909	0.0535	4.9700e-003	0.0584		768.4138	768.4138	0.0483		769.6211
Worker	0.3269	0.2150	2.4760	7.5800e-003	0.8160	6.3900e-003	0.8224	0.2164	5.8800e-003	0.2223		755.2357	755.2357	0.0208		755.7556
Total	**0.4138**	**2.8853**	**3.2467**	**0.0148**	**1.0016**	**0.0116**	**1.0132**	**0.2699**	**0.0109**	**0.2807**		**1,523.6495**	**1,523.6495**	**0.0691**		**1,525.3767**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	69.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**69.7703**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0672	0.0442	0.5088	1.5600e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		155.1854	155.1854	4.2700e-003		155.2922
Total	**0.0672**	**0.0442**	**0.5088**	**1.5600e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**155.1854**	**155.1854**	**4.2700e-003**		**155.2922**

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	69.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**69.7703**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0672	0.0442	0.5088	1.5600e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		155.1854	155.1854	4.2700e-003		155.2922
Total	**0.0672**	**0.0442**	**0.5088**	**1.5600e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**155.1854**	**155.1854**	**4.2700e-003**		**155.2922**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6467	3.3250	8.9639	0.0332	2.8548	0.0282	2.8829	0.7640	0.0263	0.7903		3,381.4759	3,381.4759	0.1748		3,385.8470
Unmitigated	0.6467	3.3250	8.9639	0.0332	2.8548	0.0282	2.8829	0.7640	0.0263	0.7903		3,381.4759	3,381.4759	0.1748		3,385.8470

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	147.27	37.20	15.88	363,296	363,296
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	202.55	202.55	202.55	868,078	868,078
Total	349.82	239.75	218.43	1,231,374	1,231,374

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Parking Lot	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Unrefrigerated Warehouse-No Rail	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734
NaturalGas Unmitigated	8.1000e-003	0.0736	0.0618	4.4000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003		88.3484	88.3484	1.6900e-003	1.6200e-003	88.8734

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	431.231	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.7330	50.7330	9.7000e-004	9.3000e-004	51.0345
Parking Lot	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
Unrefrigerated Warehouse-No Rail	319.731	3.4500e-003	0.0314	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003		37.6154	37.6154	7.2000e-004	6.9000e-004	37.8389
Total		**8.1000e-003**	**0.0736**	**0.0618**	**4.4000e-004**		**5.5900e-003**	**5.5900e-003**		**5.5900e-003**	**5.5900e-003**		**88.3484**	**88.3484**	**1.6900e-003**	**1.6200e-003**	**88.8734**

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	0.431231	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003		50.7330	50.7330	9.7000e-004	9.3000e-004	51.0345
Parking Lot	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
Unrefrigerated Warehouse-No Rail	0.319731	3.4500e-003	0.0314	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003		37.6154	37.6154	7.2000e-004	6.9000e-004	37.8389
Total		**8.1000e-003**	**0.0736**	**0.0618**	**4.4000e-004**		**5.5900e-003**	**5.5900e-003**		**5.5900e-003**	**5.5900e-003**		**88.3484**	**88.3484**	**1.6900e-003**	**1.6200e-003**	**88.8734**

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	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Unmitigated	3.3484	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509

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	0.3812					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Total	**3.3484**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0478**	**0.0478**	**1.3000e-004**		**0.0509**

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	0.3812					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0478	0.0478	1.3000e-004		0.0509
Total	**3.3484**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**		**0.0478**	**0.0478**	**1.3000e-004**		**0.0509**

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

Vineland and Cleon Fuel Consumption by Construction Phase Worksheet

Demolition			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	21.07	worker trips	1.29
hauling	8.16		
Subtotal	**29.23**	**Subtotal**	**1.29**

Site Prepration			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	0	worker trips	0
hauling	0		
Subtotal	**0**	**Subtotal**	**0**

Grading			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	15.44	worker trips	1.11
hauling	59.54		
Subtotal	**74.98**	**Subtotal**	**1.11**

Building			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	181.55	worker trips	72
vendor	71.43		
Subtotal	**252.98**	**Subtotal**	**72**

Paving			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	5.88	worker trips	0.62
hauling	0		
Subtotal	**5.88**	**Subtotal**	**0.62**

Coating			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	2.55	worker trips	1.43
Subtotal	**2.55**	**Subtotal**	**1.43**

	MT CO2	**lbs CO2**	lbs per gallon
Total Diesel CO2	365.62	806,054	22.4
(assumes vendors use diesel)			
Total Gasoline CO2	76.45	168,543	19.6
Total Diesel Gallons	**35,985**		
Total Gasoline Gallons	**8,599**		

MTCO2 emissions for each phase as reported in CalEEMod "Annual" output sheets from CalEEMod.2016.3.2 for Vineland and Cleon Project

lbs per gallon factors from U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, Release date: February 2, 2016.

APPENDIX C

Biological Resources Search Results

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (San Fernando (3411834) OR Sunland (3411833) OR Condor Peak (3411832) OR Van Nuys (3411824) OR Burbank (3411823) OR Pasadena (3411822) OR Beverly Hills (3411814) OR Hollywood (3411813) OR Los Angeles (3411812))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
Anaxyrus californicus arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
Anniella spp. California legless lizard	ARACC01070	None	None	G3G4	S3S4	SSC
Anniella stebbinsi southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arctostaphylos glandulosa ssp. gabrielensis San Gabriel manzanita	PDERI042P0	None	None	G5T3	S3	1B.2
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Astragalus brauntonii Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
Astragalus pycnostachyus var. lanosissimus Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
Astragalus tener var. titi coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex pacifica south coast saltscale	PDCHE041C0	None	None	G4	S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus clavatus var. gracilis slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
Calochortus palmeri var. palmeri Palmer's mariposa-lily	PMLIL0D122	None	None	G3T2	S2	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calystegia felix lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
Carolella busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	SH	
Castilleja gleasoni Mt. Gleason paintbrush	PDSCR0D140	None	Rare	G2	S2	1B.2
Catostomus santaanae Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	PDPGN040J1	Proposed Threatened	Endangered	G2T1	S1	1B.1
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Coelus globosus globose dune beetle	IICOL4A010	None	None	G1G2	S1S2	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S1S2	SSC
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
Diadophis punctatus modestus San Bernardino ringneck snake	ARADB10015	None	None	G5T2T3	S2?	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dithyrea maritima beach spectaclepod	PDBRA10020	None	Threatened	G1	S1	1B.1
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
Gila orcuttii arroyo chub	AFCJB13120	None	None	G2	S2	SSC
Harpagonella palmeri Palmer's grapplinghook	PDBOR0H010	None	None	G4	S3	4.2
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Imperata brevifolia California satintail	PMPOA3D020	None	None	G4	S3	2B.1
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Lepus californicus bennettii San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	SSC
Linanthus concinnus San Gabriel linanthus	PDPLM090D0	None	None	G2	S2	1B.2
Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
Microtus californicus stephensi south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Nama stenocarpa mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Perognathus longimembris brevinasus Los Angeles pocket mouse	AMAFD01041	None	None	G5T1T2	S1S2	SSC
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
Quercus dumosa Nuttall's scrub oak	PDFAG050D0	None	None	G3	S3	1B.1
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	WL
Rhinichthys osculus ssp. 3 Santa Ana speckled dace	AFCJB3705K	None	None	G5T1	S1	SSC
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3S4	SSC
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Socalchemmis gertschi Gertsch's socalchemmis spider	ILARAU7010	None	None	G1	S1	
Southern California Arroyo Chub/Santa Ana Sucker Stream Southern California Arroyo Chub/Santa Ana Sucker Stream	CARE2330CA	None	None	GNR	SNR	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Coast Live Oak Riparian Forest						
Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Cottonwood Willow Riparian Forest						
Southern Mixed Riparian Forest	CTT61340CA	None	None	G2	S2.1	
Southern Mixed Riparian Forest						
Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Southern Sycamore Alder Riparian Woodland						
Spea hammondii	AAABF02020	None	None	G3	S3	SSC
western spadefoot						
Symphyotrichum defoliatum	PDASTE80C0	None	None	G2	S2	1B.2
San Bernardino aster						
Symphyotrichum greatae	PDASTE80U0	None	None	G2	S2	1B.3
Greata's aster						
Taricha torosa	AAAAF02032	None	None	G4	S4	SSC
Coast Range newt						
Taxidea taxus	AMAJF04010	None	None	G5	S3	SSC
American badger						
Thamnophis hammondii	ARADB36160	None	None	G4	S3S4	SSC
two-striped gartersnake						
Thelypteris puberula var. sonorensis	PPTHE05192	None	None	G5T3	S2	2B.2
Sonoran maiden fern						
Vireo bellii pusillus	ABPBW01114	Endangered	Endangered	G5T2	S2	
least Bell's vireo						
Walnut Forest	CTT81600CA	None	None	G1	S1.1	
Walnut Forest						

Record Count: 95

CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

64 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3411834, 3411833, 3411832, 3411824, 3411823, 3411822, 3411814 3411813 and 3411812;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	Ericaceae	perennial evergreen shrub	Mar	1B.2	S3	G5T3
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Asplenium vespertinum	western spleenwort	Aspleniaceae	perennial rhizomatous herb	Feb-Jun	4.2	S4	G4
Astragalus brauntonii	Braunton's milk-vetch	Fabaceae	perennial herb	Jan-Aug	1B.1	S2	G2
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Astragalus tener var. titi	coastal dunes milk-vetch	Fabaceae	annual herb	Mar-May	1B.1	S1	G2T1
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	1B.2	S1S2	G3
Atriplex pacifica	South Coast saltscale	Chenopodiaceae	annual herb	Mar-Oct	1B.2	S2	G4
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	1B.1	S1	G1G2
Atriplex serenana var. davidsonii	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S3S4	G3G4
Calochortus clavatus var. gracilis	slender mariposa lily	Liliaceae	perennial bulbiferous herb	Mar-Jun(Nov)	1B.2	S2S3	G4T2T3
Calochortus palmeri var. palmeri	Palmer's mariposa lily	Liliaceae	perennial bulbiferous herb	Apr-Jul	1B.2	S2	G3T2
Calochortus plummerae	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
Calystegia felix	lucky morning-glory	Convolvulaceae	annual rhizomatous herb	Mar-Sep	1B.1	S1	G1Q

Calystegia peirsonii	Peirson's morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jun	4.2	S4	G4
Camissoniopsis lewisii	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	3	S4	G4
Canbya candida	white pygmy-poppy	Papaveraceae	annual herb	Mar-Jun	4.2	S3S4	G3G4
Castilleja gleasoni	Mt. Gleason paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	May-Jun(Sep)	1B.2	S2	G2
Centromadia parryi ssp. australis	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
Centromadia pungens ssp. laevis	smooth tarplant	Asteraceae	annual herb	Apr-Sep	1B.1	S2	G3G4T2
Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct(Nov)	1B.2	S1	G4?T1
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	Polygonaceae	annual herb	Apr-Jul	1B.1	S1	G2T1
Chorizanthe parryi var. parryi	Parry's spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S2	G3T2
Clinopodium mimuloides	monkey-flower savory	Lamiaceae	perennial herb	Jun-Oct	4.2	S3	G3
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	4.2	S4	G4
Diplacus johnstonii	Johnston's monkeyflower	Phrymaceae	annual herb	(Apr)May-Aug	4.3	S4	G4
Dithyrea maritima	beach spectaclepod	Brassicaceae	perennial rhizomatous herb	Mar-May	1B.1	S1	G1
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S1	G1
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
Galium johnstonii	Johnston's bedstraw	Rubiaceae	perennial herb	Jun-Jul	4.3	S4	G4
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	1A	SH	G5TH
Heuchera caespitosa	urn-flowered alumroot	Saxifragaceae	perennial rhizomatous herb	May-Aug	4.3	S3	G3
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	3.2	S3S4	G3G4
Horkelia cuneata var. puberula	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	1B.1	S1	G4T1
Hulsea vestita ssp. gabrielensis	San Gabriel Mountains sunflower	Asteraceae	perennial herb	May-Jul	4.3	S3	G5T3
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	2B.1	S3	G4
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S4	G4
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
Lepechinia fragrans	fragrant pitcher sage	Lamiaceae	perennial shrub	Mar-Oct	4.2	S3	G3
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	4.3	S3	G5T3
Lilium humboldtii ssp. ocellatum	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul(Aug)	4.2	S4?	G4T4?

Linanthus concinnus	San Gabriel linanthus	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
Malacothamnus davidsonii	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	Jun-Jan	1B.2	S2	G2
Muhlenbergia californica	California muhly	Poaceae	perennial rhizomatous herb	Jun-Sep	4.3	S4	G4
Nama stenocarpa	mud nama	Namaceae	annual / perennial herb	Jan-Jul	2B.2	S1S2	G4G5
Nasturtium gambelii	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	1B.1	S1	G1
Navarretia prostrata	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G2
Phacelia hubbyi	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	4.2	S4	G4
Pickeringia montana var. tomentosa	woolly chaparral-pea	Fabaceae	evergreen shrub	May-Aug	4.3	S3S4	G5T3T4
Pseudognaphalium leucocephalum	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
Quercus dumosa	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb-Apr(May-Aug)	1B.1	S3	G3
Quercus durata var. gabrielensis	San Gabriel oak	Fagaceae	perennial evergreen shrub	Apr-May	4.2	S3	G4T3
Quercus engelmannii	Engelmann oak	Fagaceae	perennial deciduous tree	Mar-Jun	4.2	S3	G3
Ribes divaricatum var. parishii	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	1A	SX	G5TX
Romneya coulteri	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	4.2	S4	G4
Rupertia rigida	Parish's rupertia	Fabaceae	perennial herb	Jun-Aug	4.3	S4	G4
Senecio astephanus	San Gabriel ragwort	Asteraceae	perennial herb	May-Jul	4.3	S3	G3
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	2B.2	S2	G4
Spermolepis lateriflora	western bristly scaleseed	Apiaceae	annual herb	Mar-Apr	2A	SH	G5
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov(Dec)	1B.2	S2	G2
Symphyotrichum greatae	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	1B.3	S2	G2
Thelypteris puberula var. sonorensis	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	2B.2	S2	G5T3

Suggested Citation

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CalPhotos

Questions and Comments

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APPENDIX D

Phase I Cultural Resource Assessment

envicom
CORPORATION

July 29, 2020

1784 Capital Holdings, LLC
8777 N. Gainey Center Drive, Suite 191
Scottsdale, AZ 85258

Attn: Mr. Kelly McKone

Subj: Phase I Cultural Resources Assessment
Vineland and Cleon Self Storage Project *(Envicom Project #29-135-101)*

Dear Mr. McKone,

Envicom Corporation (Envicom) has completed a Phase I Cultural Resource Assessment (Phase I Assessment) for the proposed Vineland and Cleon Self Storage Project (Project) in the North Hollywood part of the City of Los Angeles (City), Los Angeles County, California (see **Figure 1**). The Project Site area (Project Property) encompasses approximately 1.63 acres located at 5444-5458 Vineland and 5437-5451 Cleon Avenue. The Project consists of the demolition of a light industrial building that totals 4,277 square feet (SF) and parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one (1) subterranean level that totals 150,000 SF of total building area for self-storage and artist studios (see **Figure 2**). The general location of the Project is as follows:

United States Geological Survey 7.5' Quadrangle: Burbank, CA
Township: 1 North Range: 14 West Section: N/A
Latitude: 34° 10'11.95"North Longitude: 118°22'10.24"West

The Phase I Cultural Resource Assessment included a cultural resource record search conducted by the South Central Coastal Information Center (SCCIC) and a Native American cultural resource record search conducted by the California Native American Heritage Commission (NAHC). Both record searches examined the Project Property, plus a 0.5-mile buffer area around the Project (the "study area" shown in Figure 2). Additional databases examined during the Phase I Assessment included historic regional maps, historic United States Geological Survey (USGS) maps, and historic Google Earth images. The University of California Santa Barbara (UCSB) Library Historic Aerial Photograph Database was also examined. Because paleontological resources were also of concern, a record search request was also made with the Natural History Museum of Los Angeles County (NHM).

The purpose of the record searches is to identify any known cultural resources previously recorded within or immediately adjacent to the proposed Project area, to provide cultural resource context for the Project from the examination of the study area, and to assess the overall cultural resource sensitivity of the Project region. A cultural resource is often defined as any building, structure, object, or archaeological site older than 50-years in age, and can include historic or prehistoric locations of human habitation.

Because the existing property is completely paved and urbanized, a cultural resource site visit was not recommended. However, the presence of paved parking areas does not guarantee against the presence of currently unknown significant cultural resources being located below the pavement. Any built-environment assessment determined necessary for existing structures adjacent to the Project Property will be undertaken by a separate technical study.

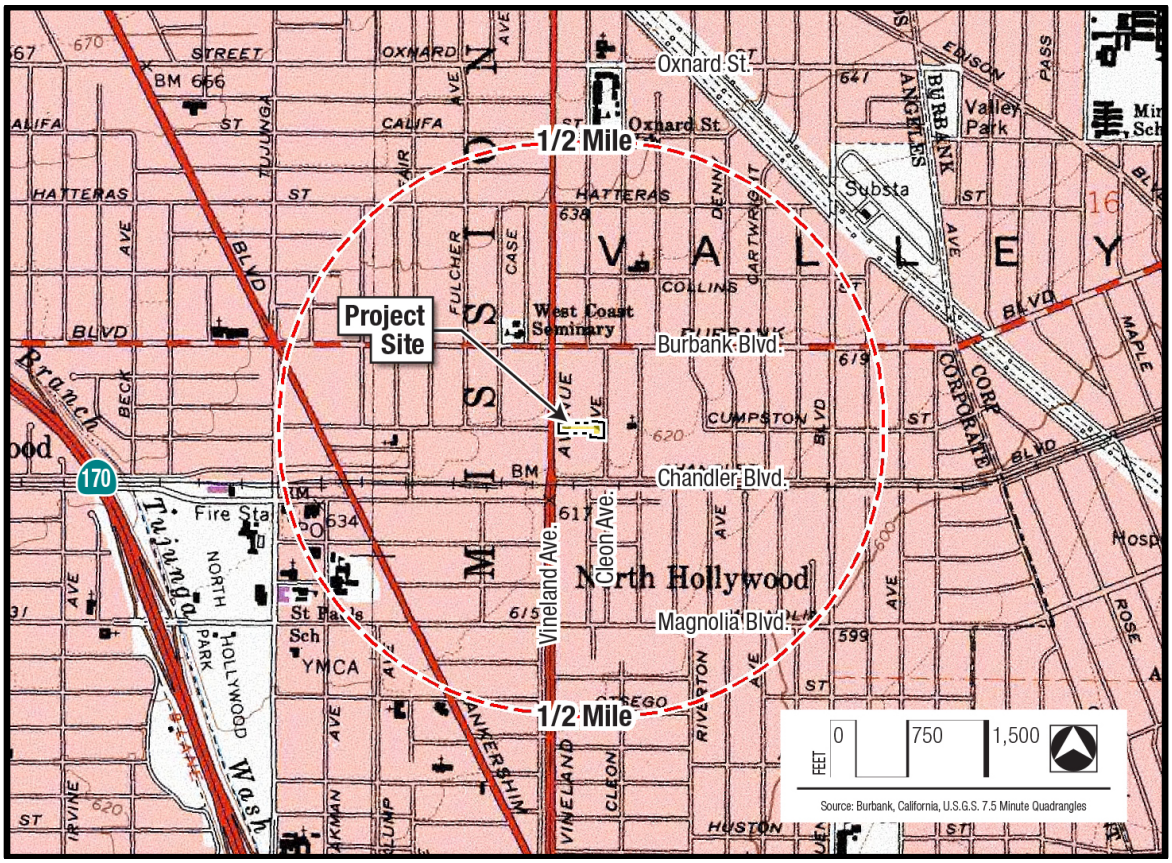


Figure 1: Project location in Los Angeles County, California, with the 0.5-mile study area shown (1981 Burbank Quadrangle Topographic Map).

Figure 2: Project Property showing current conditions and the paved nature of the property (2019 Google Earth Image).

RECORD SEARCH RESULTS

SCCIC and NAHC Record Searches

On January 8, 2020, Envicom visited the SCCIC with a request to search their database for cultural resources located within the study area (defined earlier as the Project Property, plus a 0.5-mile buffer area) for regional cultural resource context (see **Figure 1**). The record search included a request for all complete site records and copies of any cultural resource technical reports involving all or part of the Project Property. Detailed information on sites and reports located within the surrounding study area, but not on the Project Property, was also requested.

Envicom also contacted the NAHC on December 24, 2019, with a request to search their database for tribal cultural resources within the project study area. The NHM was also contacted on December 24, 2019, with a request to search their database for paleontological resources within the Project study area.

The SCCIC record search found no previously identified cultural resources located within the Project Property; however, three historic built environment cultural resources were located within the surrounding 0.5-mile study area. These cultural resources are as follows:

- P-19-170966 (El Portal Theatre, 1926);
- P-19-170967 (commercial building, 1923); and ,
- P-19-186585 (Southern Pacific railroad depot and commercial building, 1896).

None of these resources are located adjacent to the Project Property, no further assessment is recommended.

The SCCIC search results identified one (1) cultural resource report (LA-10180) that involved the Project Property. Cultural Resource Report LA-10180, written by Roger Hatheway in 1981 and titled "Determination of Eligibility Report, North Hollywood Redevelopment Project," was an architectural survey that did not examine archaeological resources. Therefore, Cultural Resource Report LA-10180 is not relevant for this Phase I Assessment except to underscore that the Project is located within an older neighborhood of North Hollywood, with many buildings dating back to the early 20th Century. Ten (10) additional cultural resource reports dealt with only the 0.5-mile portion of the study area outside the Project Property, though none of these reports were determined to be of concern for the Project.

The results from the 2019 NAHC record search were received on January 10, 2020, with negative findings. If the Lead/Permitting Agency for the Project is required to perform an AB-52 process, the NAHC letter should be made a part of the administrative record.

Copies of the request letters to the NAHC and NHM are included in **Appendix A** of this report. The response letters from the NAHC and the NHM are also included in Appendix A. The Principal Author's resume is provided in **Appendix B**. Envicom did not contact Native American groups on the NAHC list, as communications with Tribal Group representatives is the responsibility of the Lead/Permitting Agency, if required, as part of this Project. The findings from the SCCIC as to a cultural resource's physical location and details are considered confidential by state law and are, therefore, not included in this report.

Historical Map Database Search

Examination of historical maps included fourteen USGS maps, dating between 1894 and 1979. The 1894 Los Angeles USGS maps clearly showed the Project Site with no development within the study area, though the rudimentary road grid in the area was just being established **(**see **Figure 3)**. No residences, buildings, or roads are shown in or near the Project Property. The 1926 Burbank USGS map shows more development of buildings and roads in the local area (see **Figure 4**). The 1948 Santa Monica USGS map shows complete urbanization of the Property.

The oldest aerial photograph in the UCSB Library historic aerial photography database was from 1937 (see **Figure 5**). As was found with the USGS maps, this photo shows extensive development in the local area, and several structures within the Project Property, many of which are no longer present. These structures, then, were constructed between 1926 and 1937. Examination of historic Google Earth satellite images shows the local area and existing development on the Project Site from 1989 to current. Since construction before World War II (1940s) is considered to be of more importance for Southern California, the oldest historic maps and photographs were, therefore, ***positive for potential older historic built environment resources once being within the Project Property***, which supports the findings of the SCCIC record search.

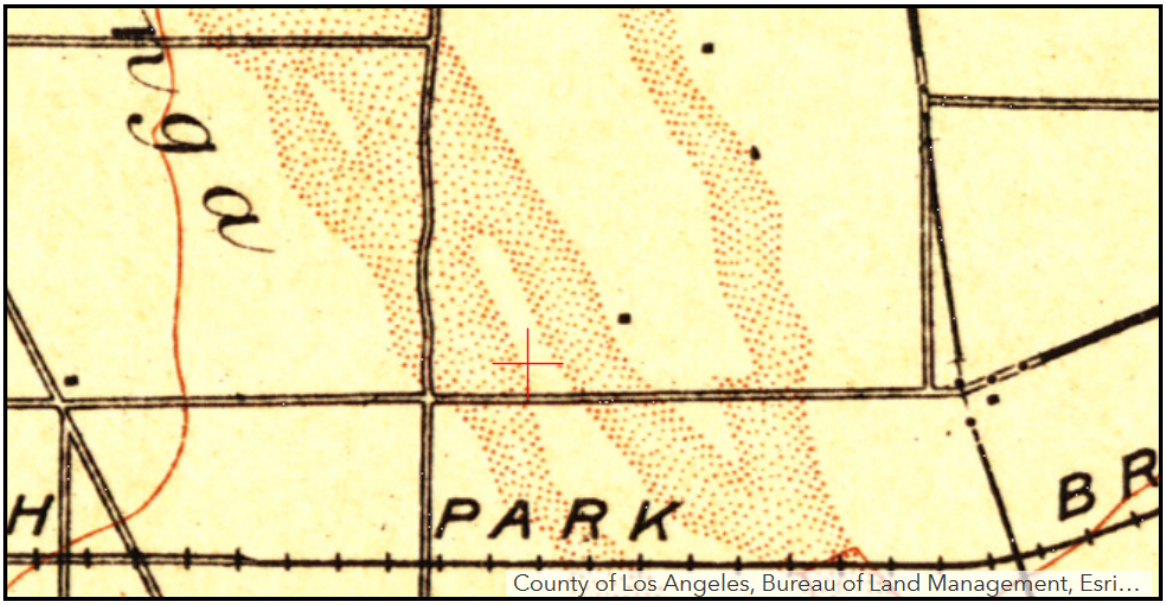


Figure 3: The 1894 Los Angeles USGS Map (red cross marks the Project location).

Figure 4: The 1926 Burbank USGS Map, showing the general Project area, but without lot clarity (red cross marks the Project location).

Figure 5: The Project area in the 1937 aerial image, showing the Project Property (center) and the surrounding area, with buildings shown on the Property (UCSB Historic Aerial Image Database).

The review of historic maps, historic aerial images, and historic satellite images indicated that the Project Property could contain potentially significant subsurface historic cultural resources dating to prior to the 1940s. ***The Project Property should, therefore, be considered sensitive for potential older historic cultural resources***.

Paleontological Record Search Results

The NHM record search findings were received on January 7, 2020, and indicated the Project Property is near areas considered sensitive for paleontological resources. The NHM recommended monitoring of any substantial extractions (e.g., excavated soil) within the Project Property. If fossil remains are found, the NHM recommended that a sediment sample is collected with the fossil. The response letter is located in Appendix B of this report.

RECOMMENDATIONS

The results of the SCCIC and NAHC database record searches were negative for cultural resources within the Project Property, but positive for potential built environment cultural resources within

the study area. Examination of the historic USGS maps, historic satellite image database, and the historic aerial photo databases indicated that older historic structures were once located on the Project Property, and that the Project should be considered sensitive for older cultural resources. The NHM findings also indicated that the Project was within an area sensitive for paleontological resources.

Envicom does not recommend further cultural resource assessment for archaeological resources prior to construction because the Project Property is fully paved. Due to the age of prior development of the Project Property, the Project proponent should have an archaeological monitor on hand during removal of the asphalt or concrete parking areas and above-ground structure foundations, and during site grading to bedrock. Further, due to the Project being within an area having sensitive fossil-bearing rock formations, a paleontological monitor should be present once bedrock is encountered.

Recommendation 1: Archaeological Monitoring.

An archaeological monitor that meets the Secretary of Interior qualifications will be on site during asphalt and above ground structure removal, and during grading of the Project from surface to bedrock. The purpose of having an archaeologist on site is to assess if any significant cultural resources are encountered during grading. If such features are identified, then the "discovery" protocol will be followed.

The archaeological monitor will collect any diagnostic historic material uncovered through grading that is within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the Project "discovery" protocol should be followed.

A final Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring the demolition and grading of the Project site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the final Monitoring Report.

All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials determined important will be curated at an appropriate depository or returned to the land owner for public display. If important materials are found during monitoring, a Curation Plan may be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all artifacts will be the responsibility of the applicant, within the cost parameters outlined under CEQA.

Recommendation 2: Archaeological Discovery Protocol

If potentially significant intact deposits are encountered within an undisturbed context, then a cultural resource "discovery" protocol will be followed. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or grading within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the owner's Project manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to site monitoring, based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the applicant, within the cost parameters outlined under CEQA. All individual reports, including the final Project Monitoring Report, will be submitted to the South Central Coastal Information Center at the conclusion of the Project.

Recommendation 3: Paleontological Monitoring

A qualified paleontological monitor will be on site during grading into bedrock. The archaeological monitor will collect any fossil material that is uncovered through grading that is found within a disturbed context, and can halt construction within 50-feet of a potentially significant fossil resource if necessary. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading.

However, if fossils are encountered, which cannot be removed during grading and that the monitor believes will need further assessment, then the Project "discovery" protocol will be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report.

All fossils recovered that may be of importance to California paleontology, will be cleaned, analyzed, and described within a final Project Monitoring Report. All materials will be curated at the Natural History Museum of Los Angeles County or placed on public display by the owner. If important fossils are found during monitoring, a Curation Plan will be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the applicant.

Recommendation 4: Inadvertent Discovery of Human Remains.

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead Agency and a qualified archaeologist shall also establish additional appropriate mitigation measures for further site development, which may include additional archaeological and Native American monitoring or subsurface testing.

Envicom appreciates the opportunity to complete this Phase I Assessment for this Project. Should you have any questions, don't hesitate to contact me.

Sincerely,

Wayne Rh

Dr. Wayne Bischoff
Envicom Director of Cultural Resources
(with Samantha Renta)

ATTACHMENTS:

Appendix A: NAHC and NHM Request Letters, and the NAHC and NHM Response Letters
Appendix B: Resume of Dr. Wayne Bischoff (author)

APPENDIX A

NAHC and NHM Request Letters, and the NAHC and NHM Response Letters

December 24, 2019

Native American Heritage Commission
1550 Harbor Boulevard, Room 100
West Sacramento, CA 95691

Subj: Vineland and Cleon Self Storage Cultural Resources Phase I
(Envicom Project #25-135-101)

Greetings,

Envicom is requesting a record review of your records for cultural resources for the Project area, plus a **0.5-mile buffer**. We also request a list of Tribal Group representatives for the area in case we need to contact their offices.

The Project is located at:

USGS Quads: Burbank, CA
Township: 1N
Range: 14W
Section: NA

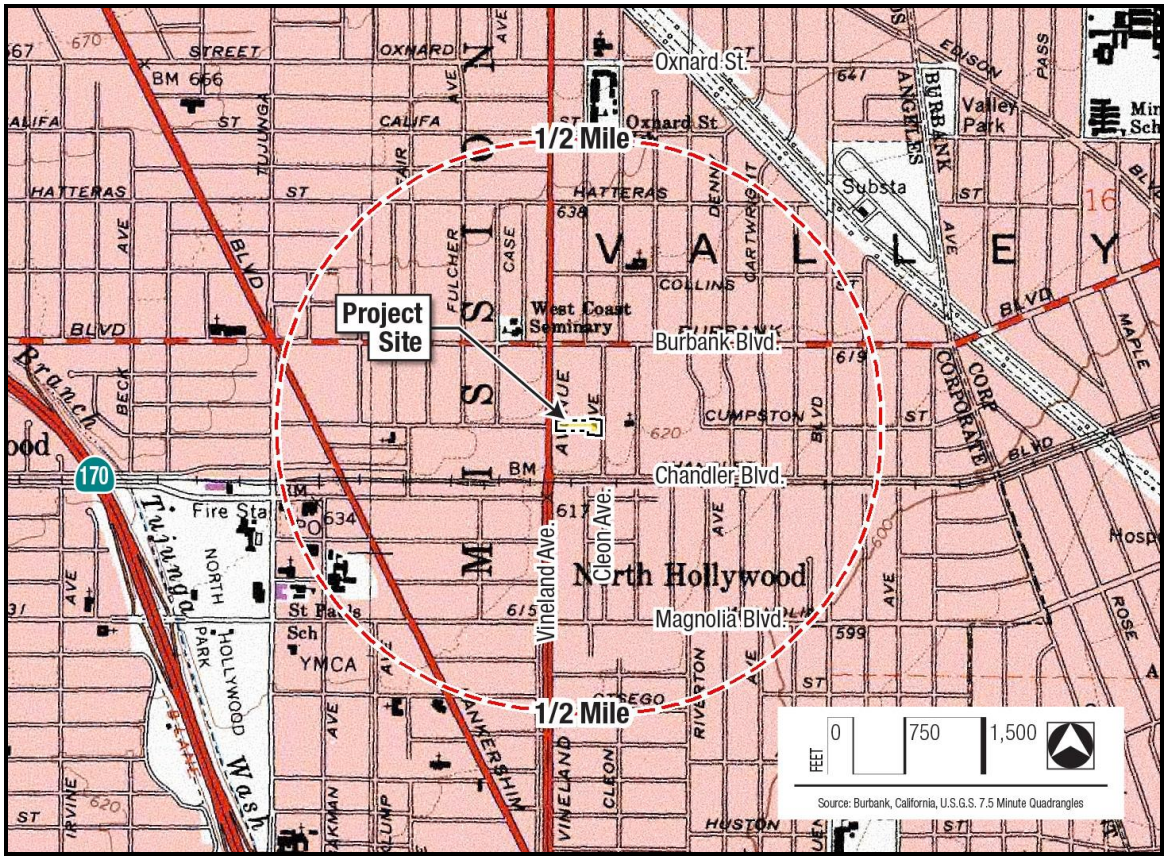
Lat: 34°10'11.95"N
Long: 118°22'10.24"W

Envicom appreciates the NAHC's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Dr. Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


Oxnard St.
1/2 Mile
Project Site
Burbank Blvd.
Chandler Blvd.
Vineland Ave.
Cleon Ave.
Magnolia Blvd.
1/2 Mile
North Hollywood
West Coast Seminary
Fire Sta
YMCA
Valley Park
Substa
170
0
750
1,500
FEET
Source: Burbank, California, U.S.G.S. 7.5 Minute Quadrangles

December 24, 2019

Dr. Samuel A. McLeod
Natural History Museum of Los Angeles
900 Exposition Blvd,
Los Angeles, CA 90007

Attn: Dr. McLeod

Subj: Vineland and Cleon Self Storage Cultural Resources Phase I
(Envicom Project #25-135-101)

Dear Dr. McLeod:

Envicom is requesting a record search of the Natural History Museum database for paleontological sensitivity for the project area, and a map/listing of all paleontological resources previously identified within the attached project area, plus a 0.5-mile buffer.

The project is located at:

USGS Quads: Burbank, CA
Township: 1N
Range: 14W
Section: NA

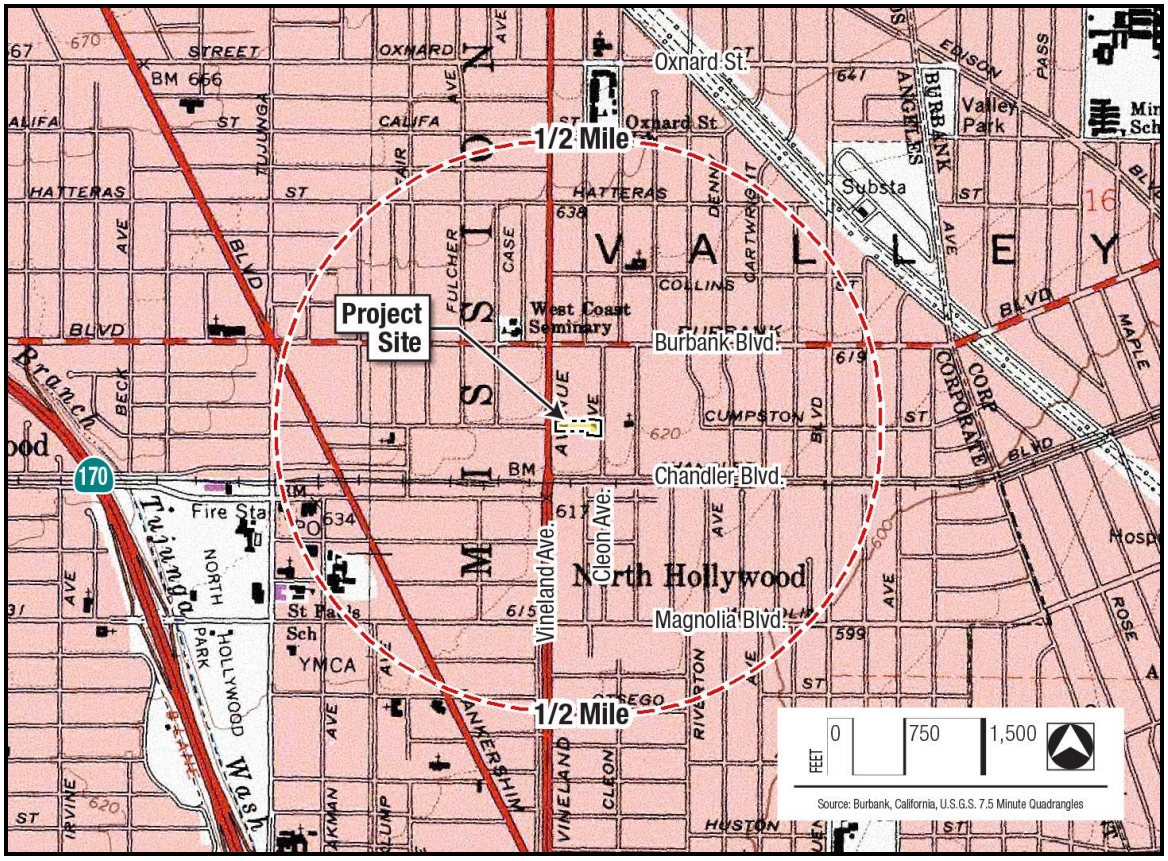
Lat: 34°10'11.95"N
Long: 118°22'10.24"W

Envicom appreciates the Natural History Museum's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Dr. Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


Project Site
1/2 Mile
1/2 Mile
Oxnard St.
Burbank Blvd.
Chandler Blvd.
Magnolia Blvd.
Vineland Ave.
Cleon Ave.
North Hollywood
VALLEY
170
Fire Sta
YMCA
West Coast Seminary
Valley Park
Substa
0
750
1,500
FEET
Source: Burbank, California, U.S.G.S. 7.5 Minute Quadrangles

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 10, 2020

Wayne Bischoff
Envicom

Via Email to: wbischoff@envicomcorporation.com

Re: Vineland and Cleon Self Storage Project, Los Angeles County

Dear Mr. Bischoff:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
1/10/2020

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838 Kitanemuk
Newhall, CA, 91322 Vanyume
Phone: (503) 539 - 0933 Tataviam
Fax: (503) 574-3308
ddyocum@comcast.net

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Vineland and Cleon Self Storage Project, Los Angeles County.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

7 January 2020

Envicom Corporation
4165 East Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

Attn: Wayne Bischoff, Ph.D., Director of Cultural Resources

re: Paleontological resources for the proposed Vineland and Cleon Project, Envicom Project # 25-135-101, in the City of Los Angeles, Los Angeles County, project area

Dear Wayne:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed Vineland and Cleon Project, Envicom Project # 25-135-101, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Burbank USGS topographic quadrangle map that you sent to me via e-mail on 24 December 2019. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the same sedimentary deposits that occur at depth in the proposed project area.

The entire proposed project area has surficial deposits composed of younger Quaternary Alluvium, derived as alluvial fan deposits from the Central Branch of the Tujunga Wash that currently flows just to the west. These deposits typically do not contain significant vertebrate fossils in the uppermost layers, but may well contain significant fossil vertebrate remains in older deposits at depth. Our closest vertebrate fossil locality from these deposits is LACM 6970, a general locality just east of due south of the proposed project area along Lankershim Boulevard between Hortense Street in the north and Aqua Vista Street in the south, that produced fossil specimens of camel, *Camelops hesternus*, bison, *Bison antiquus*, and ground sloth, *Glossotherium harlani*, at approximately 60 feet to 80 feet below grade during excavations for the Metrorail Redline Universal City Tunnel.

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to uncover significant vertebrate fossils. Deeper excavations in the proposed project area that extend down into older Quaternary deposits, however, may well encounter significant vertebrate fossil remains. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples should also be collected and processed to determine the small fossil potential in the proposed project area. Any fossils collected should be placed in an accredited scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

APPENDIX B

Resume of Dr. Wayne Bischoff (author)

DR. WAYNE BISCHOFF
Director of Cultural Resources
wbischoff@envicomcorporation.com

Years of Experience
Over 25 years

Education
Ph.D. Anthropology,
Michigan State University

B.A. Anthropology, Purdue University

Certifications
Registry of Professional Archaeologists (RPA)

Professional Affiliations
Society of Historical Archaeology

Society for California Archaeology

Society for American Archaeology

Specialized Training
Built Environment Assessments

Paleontological Assessments

Ethnographic Reports

AB-52/Tribal Consultation

Dr. Bischoff has over 25 years of experience in managing cultural resource projects and ensuring compliance with the California Environmental Quality Act (CEQA), Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Protection Act (NEPA), and state, county, city, and local government cultural laws, guidelines, and procedures. He is experienced with the City of Los Angeles, having completed dozens of cultural resource projects within the City and surrounding municipalities. He has also completed numerous cultural, paleontological, and built environment projects throughout Los Angeles County. Dr. Bischoff has worked with all Tribal Groups of the Greater Los Angeles area and has provided expert consultation, including Assembly Bill (AB) 52 consultation, writing support, and coordination. He has also written, planned, and enforced cultural resource components of many forms of CEQA and NEPA documents and been a part of Memorandum of Agreement (MOA), Memorandum of Understanding (MOU), and Programmatic Agreement (PA) development teams.

Dr. Bischoff's experience includes residential and commercial development, public works, storm and sewer projects, environmental restoration, water resources, energy and transmission line, highway and bridge, telecommunication, educational facility, and park and trail project. Dr. Bischoff has been the principal or project manager for hundreds of cultural projects in California, including Phase I literature searches and surveys, Phase I(b) subsurface surveys, Phase II evaluations, and Phase III data recoveries. He has also completed built environment and standing structure (architectural) inventories, assessments, and historic structure evaluations in select municipalities.

Dr. Bischoff also has extensive experience consulting with state and federal agencies, including the State Historic Preservation Office (SHPO), California Department of Transportation (Caltrans), the Department of Defense, the General Services Agency (GSA), California Department of Parks and Recreation, the U.S. Department of Agriculture (USDA), many U.S. Army Corps of Engineers (ACOE) districts, Fish and Wildlife, the California Public Utilities Commission (CPUC), the National Park Service, the USFS, the NTIA, Federal Highway Administration, and the Port Authorities of several cities.

REPRESENTATIVE PROJECT EXPERIENCE

West Hills Crest 37-acre Residential Subdivision, City of Los Angeles

Cultural principal and project manager for the completion of a cultural record search and project area site survey. Part of the project, located in the West Hills area, also involved the resurvey of a previously recorded cultural resource within the project boundary.

Faunal, Osteological, Archaeological, and Fossil for the Hollywood Park Development Project (New Rams National Football League Stadium), City of Inglewood

Osteological and paleontological consultant for Kiewit, Turner-Hunt, and Citadel for the construction of the new Rams National Football League stadium. The project has included the discovery and recordation of modern and fossil mammal bones.

4th and Hewitt Project, City of Los Angeles

Cultural principal and project manager for a cultural resource record search for the development of a new office building within a commercial urban environment. The project also included a paleontological assessment of the property due to a subterranean parking garage and Native American concerns. Another key issue was a preliminary assessment to determine whether a historic built environement evaluation of two historic buildings was needed.

Cultural Phase Ia Survey for the 12300 Valley Boulevard Hotel, El Monte

Cultural principal and project manager for the completion of a cultural record search, NAHC record search request, and a site survey for this commercial development.

Cultural Phase Ia Survey for the Holiday Inn Express Hotel, El Monte

Cultural principal and project manager for the completion of a cultural record search, NAHC record search request, and a site survey for this commercial development.

6658 Reseda Boulevard, City of Los Angeles

Cultural principal and project manager for a cultural Phase 1 record search for this urban mixed-use project.

Cultural Phase Ia Survey for the 18401 Nordhoff Mixed-Use Project, City of Los Angeles

Cultural principal and project manager for the completion of a cultural record search, NAHC record search, and a site survey. The mixed-use project included a built-environment assessment of existing historic structures.

Cultural Phase Ia Survey for the Crisler Way Residential Project, City of Los Angeles

Cultural principal and project manager for the completion of a cultural record search, NAHC record search request, and a site survey.

Cultural Phase Ia Survey for 11301 & 11321 Camarillo Street Mixed-Use Project, City of Los Angeles

Cultural principal and project manager for the completion of a cultural record search, NAHC scoping, and site survey for a project in North Hollywood. This project also included a historic built environment assessment.

Cultural Phase Ia Survey for the Woodland Hills19-Unit Subdivision Project, City of Los Angeles

Cultural principal and project manager for the completion of a cultural record search, NAHC scoping, and a site survey. This project also involved consultation with the City of Los Angeles on AB 52.

Canyon Park Homes, City of Los Angeles

Cultural principal, project manager, and Native American Tribal Group consultation with the Tataviam and the City of Los Angeles for the Phase I survey of this 80-acre residential property development in the Sylmar area. The project also included monitoring of pre-construction trenching.

Oakwood School Built Enviroment and Archaeological Assessment, City of Los Angeles

Cultural principal and project manager for the Phase I cultural resource assessment of the project property prior to the construction of new and updated middle and high school campus facilities within the North Hollywood area. The scope of work involved addressing a modern human cremation garden in the report.

Floral Canyon Residential Development Cultural Resource Survey, City of Los Angeles

Cultural principal and project manager for this Phase Ia cultural resource survey of an 8-acre property in North Hollywood. The cultural resource parts of the CEQA checklist were also completed.

Marinette Road Residential Development, City of Los Angeles

Cultural principal and project manager for this development project located in Pacific Palisades, which included a record search, site survey, Tribal Group scoping letters, and agency consultation. The major challenge was that the project property was within the Will Rogers State Monument and National Register site boundary.

Marina Del Rey Waterline Replacement Project Cultural Monitoring, Los Angeles County Department of Public Works, County Los Angeles

Cultural principal and project manager. This project with the Los Angeles Department of Public Works involved the cultural monitoring for the Marina Del Rey 18-inch Waterline Replacement. Chambers Group also provided a qualified archaeological monitor at the project site during excavation activities during construction.

Blossom Plaza Historic Structure Evaluation, City of Los Angeles

Cultural principal for this historic architecture project involving the updating of technical reports and a standing structure evaluation for a project in Chinatown.

Penmar Golf Course Water Quality Improvement Project, Pacific Hydrotech, City of Los Angeles

Cultural principal and project manager. Dr. Bischoff managed the review, budgets, and professional standards for the project located in the Venice area adjacent to the City of Santa Monica. Penmar was a multi-year waterline and tank improvement project in which evidence of ethnic Japanese barrios and fossil Pleistocene animal bones were discovered.

Historic Structure Evaluations for Statewide Weatherization Efforts, Subconsultant to ICF, State of California, All Counties

Cultural principal and project manager. This project involved meeting NEPA compliance for low-income subsidized weatherization efforts throughout the State of California. Hundreds of structures would be evaluated as part of this project by a Chambers Architectural Historian using a abbreviated format.

CEQA Services for Improvements to Polytechnic and Wilson High Schools, Long Beach Unified School District, City of Long Beach

Cultural principal. Dr. Bischoff provided oversight and incorporation of the historic architecture technical reports into the project CEQA documents.

Roosevelt School, Long Beach Unified School District, City of Long Beach

Cultural principal and project manager. Dr. Bischoff provided oversight, authorship, and counsel on the EIR for the demolition of the Roosevelt Elementary School in Long Beach. This proved to be a complex project, involving an historic built environment resource evaluation and mitigation plan, legal investigation, and extensive responses to public comments. This process resulted in a Historic American Buildings Survey/Historic American Engineering Record mitigation project.

Southern California Edison (SCE) Tehachapi Renewable Transmission Project (TRTP), Kern, Los Angeles, and San Bernardino Counties

Cultural field manager. Dr. Bischoff was responsible for all office and field operations that ensured the successful inventory and management of cultural resources related to this 300-mile transmission line project, including the management of standing historical structures and paleontological resources. Dr. Bischoff completed over 150 individual projects in Southern California including survey, evaluation, mitigation, and resource monitoring. He also met legal and agency guidelines for Section 106 of NHPA, CEQA, the Native American Graves Protection and Repatriation Act (NAGPRA), and the TRTP Cultural Resource Management Plan. The Angeles National Forest was the lead federal agency, but the California Public Utilities Commission and other federal and California agencies were also involved.

Southern California Edison Operations and Maintenance Contract, Southern California

Cultural field manager for all work orders issued under the operations/maintenance contract. A major task under this contract was the response to the Crown Fire in 2010. Dr. Bischoff worked directly with SCE during and immediately after the fire to evaluate and protect cultural resources.

APPENDIX E

Revised Geotechnical Engineering Report

Revised Geotechnical Engineering Report

Vineland Self-Storage Facility
Los Angeles, Los Angeles County, California
April 14, 2019, Revised July 24, 2020
Terracon Project No. 60195164

Prepared for:
1784 Capital Holdings LLC
Scottsdale, Arizona

Prepared by:
Terracon Consultants, Inc.
Tustin, California

April 14, 2019, Revised July 24, 2020

1784 Capital Holdings LLC
8777 North Gainey Center Drive, Suite 191
Scottsdale, Arizona 85258

Attn: Mr. Kelly McKone
E: kmckone@1784holdings.com

Re: Revised Geotechnical Engineering Report
Vineland Self-Storage Facility
5444 Vineland Avenue
Los Angeles, Los Angeles County, California
Terracon Project No. 60195164

Dear Mr. Mckone:

We have completed the Revised Geotechnical Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. P60195164 dated July 12, 2019. This report presents the findings of the subsurface exploration and provides geotechnical recommendations concerning earthwork and the design and construction of foundations, floor slabs, and pavements for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,
Terracon Consultants, Inc.

Abigail K. McCranie, E.I.T.
Field Engineer

REGISTERED PROFESSIONAL ENGINEER
F. FRED BUHAMDAN
C 77455
CIVIL
STATE OF CALIFORNIA

F. Fred Buhamdan, P.E.
Senior Principal

REPORT TOPICS

INTRODUCTION 1
SITE CONDITIONS 1
PROJECT DESCRIPTION 2
GEOTECHNICAL CHARACTERIZATION 3
SEISMIC CONSIDERATIONS 4
LIQUEFACTION 6
CORROSIVITY 6
STORMWATER MANAGEMENT 7
GEOTECHNICAL OVERVIEW 8
EARTHWORK 8
SHALLOW FOUNDATIONS 13
FLOOR SLABS 15
LATERAL EARTH PRESSURES 16
PAVEMENTS 18
GENERAL COMMENTS 20

Note: This report was originally delivered in a web-based format. Orange Bold text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the *GeoReport* logo will bring you back to this page. For more interactive features, please view your project online at client.terracon.com.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES
SITE LOCATION AND EXPLORATION PLANS
EXPLORATION RESULTS (Boring Logs and Laboratory Data)
SUPPORTING INFORMATION (General Notes and Unified Soil Classification System)

Revised Geotechnical Engineering Report

Vineland Self-Storage Facility

5444 Vineland Avenue

Los Angeles, Los Angeles County, California

Terracon Project No. 60195164

April 14, 2019, Revised July 24, 2020

INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the proposed self-storage facility to be located at 5444 Vineland Avenue in Los Angeles, Los Angeles County, California. The purpose of these services is to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil conditions
- Groundwater conditions
- Site preparation and earthwork
- Infiltration Design and Considerations
- Foundation design and construction
- Floor slab design and construction
- Seismic site classification per CBC
- Pavement design and construction

The original geotechnical engineering Scope of Services for this project included the advancement of four (4) test borings to depths ranging from approximately 3 to 71 feet below existing site grades and two (2) Cone Penetration Test (CPT) soundings to depths of approximately 45 feet bgs. Two (2) of the test borings were used for percolation testing. Additionally, two (2) borings were drilled to depths of 40 feet bgs and utilized for deep percolation testing.

Maps showing the site and boring locations are shown in the **Site Location** and **Exploration Plan** sections, respectively. The results of the laboratory testing performed on soil samples obtained from the site during the field exploration are included on the boring logs and as separate graphs in the **Exploration Results** section.

SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field explorations and our review of publicly available geologic and topographic maps.

Item	Description
Parcel Information	The project is located on 5444 Vineland Avenue in Los Angeles, Los Angeles County, California. The coordinates at the center of the site are approximately 34.16999°N, 118.36948°W.

Item	Description
Existing Improvements	The site is currently occupied by a commercial building with associated paved parking and driveways.
Current Ground Cover	Asphalt paving
Existing Topography (from Google Earth)	The site is relatively flat with approximate elevations ranging from 623 to 626 feet above mean sea level.
Geology	The site is situated within the eastern Transverse Range Geomorphic Province in Southern California. Geologic structures within the Transverse Ranges Province trend mostly east west, in contrast to the prevailing northwest trend elsewhere in the state. The Transverse Range Province contains the highest peaks composed of pre-Phanerozoic rocks south of the Sierra Nevada, four of the eight islands off the southern California coast, and is both bounded and transected by several major fault zones.[1, 2] Surficial geologic units mapped at the site consists of Quaternary recent alluvium deposits.[3]

PROJECT DESCRIPTION

Item	Description
Proposed Structures	The project includes the construction of a four-story building with one basement level parking with a footprint encompassing an approximate gross area of 27,350 square feet.
Construction	Steel frame and/or masonry construction supported on a mat foundation system and concrete basement walls for the below grade portion of the structure.
Finished Floor Elevation	The basement level is anticipated to be 10 to 11 feet below existing grades.
Maximum Loads (assumed)	■ Columns: 300 to 400 kips ■ Walls: 3 to 5 kips per linear foot (klf) ■ Slabs: 150 pounds per square foot (psf)
Grading	Grading will include excavations below existing grade to accommodate the basement level. The excavation depth is anticipated to be about 10 to 11 feet bgs.
Pavements/Traffic Loading	Paved driveway and parking will be constructed on-site. We assume flexible (asphalt) and rigid (concrete) pavement sections will be considered. Anticipated traffic is as follows: ■ Parking Areas: Traffic Index (TI) = 5.0 ■ Drive Areas: TI = 7.0 The pavement design period is 20 years.

[1] Harden, D. R., "*California Geology, Second Edition*," Pearson Prentice Hall, 2004.
[2] Norris, R. M. and Webb, R. W., *"Geology of California, Second Edition,"* John Wiley & Sons, Inc., 1990.
[3] *State of California – Division of Mines and Geology, Geologic Map of California, Olaf P. Jenkins Edition, Los Angeles Sheet, Compilation by Charles W. Jennings in 1962.*

Item	Description
Infiltration Systems	It is our understanding that deep drywell infiltration systems are proposed onsite. Both shallow and deep percolation testing was performed at the site and results are contained in this report.

GEOTECHNICAL CHARACTERIZATION

We have developed a general characterization of the subsurface soil and groundwater conditions based upon our review of the data and our understanding of the geologic setting and planned construction. The following table provides our geotechnical characterization.

The geotechnical characterization forms the basis of our geotechnical calculations and evaluation of site preparation, foundation options and pavement options. As noted in **General Comments**, the characterization is based upon widely spaced exploration points across the site, and variations are likely.

Stratum	Approximate Depth to Bottom of Stratum (feet)	Material Description	Consistency/Density
Surface	2 inches thickness	Asphalt	N/A
1	5 feet	Silty Sand	loose
2	35 feet	Poorly Graded Sand with varying amounts of silt	loose to dense
3	40 to 45 feet	Silty Sand	medium dense
4	65 to 68½ feet	Poorly Graded Sand with varying amounts of silt and clay	medium dense to very dense
5	71 feet or boring termination	Poorly Graded Sand with gravel	very dense

Conditions encountered at each boring location are indicated on the individual boring logs shown in the **Exploration Results** section and are attached to this report. Stratification boundaries on the boring logs represent the approximate location of changes in native soil types; in situ, the transition between materials may be gradual.

Lab Results

Laboratory tests were conducted on selected soil samples and the test results are presented in the **Exploration Results** section and on the boring logs. Atterberg limit test results indicate that the on-site sandy soils are generally non-plastic. A consolidation test indicates that the sandy soils encountered at an approximate depth of 2½ feet bgs have a slight collapse potential when saturated under normal footing loads of 2,000 psf.

Groundwater

Groundwater was not observed in the borings while drilling, or for the short duration the boring remained open. These observations represent groundwater conditions at the time of the field exploration and may not be indicative of other times, or at other locations.

Groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were performed. Therefore, groundwater levels during construction or at other times in the life of the structure may be higher or lower than the levels indicated on the boring logs. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project.

According to data collected from the Los Angeles County Public Works Water Data Library for the State of California from well number 3843H, located ¾ mile east of the site, the groundwater depth, between May 9, 1957 and September 25, 2007, was recorded at depths greater than 100 feet bgs. [4]

SEISMIC CONSIDERATIONS

The 2019 California Building Code (CBC) Seismic Design Parameters have been generated using the SEAOC/OSHPD Seismic Design Maps Tool. This web-based software application calculates seismic design parameters in accordance with ASCE 7-16 and 2019 CBC. The 2019 CBC requires that a site-specific ground motion study be performed in accordance with Section 11.4.8 of ASCE 7-16 for Site Class D sites with a mapped S_1 value greater than or equal 0.2.

However, Section 11.4.8 of ASCE 7-16 includes an exception from such analysis for specific structures on Site Class D sites. The commentary for Section 11 of ASCE 7-16 (Page 534 of Section C11 of ASCE 7-16) states that “In general, this exception effectively limits the requirements for site-specific hazard analysis to very tall and or flexible structures at Site Class D sites.” Based on our understanding of the proposed structures, it is our assumption that the exception in Section 11.4.8 applies to the proposed structure. However, the structural engineer should verify the applicability of this exception.

Based on this exception, the spectral response accelerations presented below were calculated using the site coefficients (F_a and F_v) from Tables 1613.2.3(1) and 1613.2.3(2) presented in Section 16.4.4 of the 2019 CBC..

Description	Value
2019 California Building Code Site Classification (CBC) [1]	D [2]

[4] Groundwater elevation was obtained from a monitoring well (well id: 3843H) located at a distance of approximately ¾ mile east of the project site (www.dpw.lacounty.gov/general/wells#).

Description	Value
Site Latitude (°N)	34.16999
Site Longitude (°W)	118.36948
S_s Spectral Acceleration for a 0.2-Second Period	2.042
S_1 Spectral Acceleration for a 1-Second Period	0.658
F_a Site Coefficient for a 0.2-Second Period	1.200
F_v Site Coefficient for a 1-Second Period	1.700

1. Seismic site classification in general accordance with the *2019 California Building Code*.
2. The 2019 California Building Code (CBC) requires a site soil profile determination extending to a depth of 100 feet for seismic site classification. The current scope does not include the required 100-foot soil profile determination. Borings were extended to a maximum depth of 51½ feet, and this seismic site class definition considers that similar or denser soils continue below the maximum depth of the subsurface exploration. Additional exploration to deeper depths would be required to confirm the conditions below the current depth of exploration.

Typically, a site-specific ground motion study will generate less conservative coefficients and acceleration values which may reduce construction costs. We recommend consulting with a structural engineer to evaluate the need for such study and its potential impact on construction costs. Terracon should be contacted if a site-specific ground motion study is desired.

Faulting and Estimated Ground Motions

The site is located in the southern California, which is a seismically active area. The type and magnitude of seismic hazards affecting the site are dependent on the distance to causative faults, the intensity, and the magnitude of the seismic event. As calculated using the USGS Unified Hazard Tool, the Hollywood fault, which is considered to have the most significant effect at the site from a design standpoint, has a maximum credible earthquake magnitude of 7.00 and is located approximately 7.14 kilometers from the site.

Based on the USGS Design Maps Summary Report, using the American Society of Civil Engineers (ASCE 7-10) standard, the peak ground acceleration (PGA_M) at the project site is expected to be 1.028g. Based on the USGS Unified Hazard Tool, the project site has a mode magnitude of 6.92. Furthermore, the site is not located within an Alquist-Priolo Earthquake Fault Zone based on our review of the State Fault Hazard Maps.[5]

[5] California Department of Conservation Division of Mines and Geology (CDMG), *"Digital Images of Official Maps of Alquist-Priolo Earthquake Fault Zones of California, Southern Region"*, CDMG Compact Disc 2000-003, 2000.

LIQUEFACTION

Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geological Survey (CGS) has designated certain areas as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. The project site is located within a liquefaction hazard zone as designated by the CGS. Therefore, the potential for liquefaction hazard at the site was analyzed.

Subsurface soils encountered at the project site generally consisted of loose to very dense sands with varying amounts of silt to an approximate depth of 71 feet bgs. Groundwater was not encountered at the time of drilling. Based on nearby well data, the highest groundwater depth reported in the vicinity of the project site is recorded at greater than 100 feet bgs.

Liquefaction analysis for the site was performed in general accordance with the DMG Special Publication 117 and City of Los Angeles criteria. The liquefaction study utilized the software "LiquefyPro" by CivilTech Software. This analysis was based on the data from CPT-1 and CPT-2. Based on the City of Los Angeles liquefaction analytical criteria, Peak Ground Acceleration (PGA) of 1.028g (same as PGA_M) and moment magnitude of 6.92 were used for a return period of 2,475 years (2% in 50 year return period). For 475 year return period (10% in 50 year return period), a PGA of 0.685 (two-third of PGA_M) and moment magnitude of 6.77 were used. Based on City of Los Angeles criteria, liquefaction analysis was performed using the factor of safety of 1.0 for the 2,475 year return period and factor of safety of 1.1 for the 475 year return period. Calculations utilized historical groundwater depth. Settlement analysis used the Tokimatsu, M-correction method. Fines were corrected for liquefaction using modified Modify Stark/Olson. Liquefaction potential analysis is attached in **Supporting Information**.

Due to the depth to historical high groundwater, the liquefaction potential at the project site is considered low. Based on the subsurface conditions, laboratory test results and the calculation results, total seismically-induced settlement of dry sands is expected to be between 2 and 2½ inches and differential settlement is between 1 and 1¾ inches for the return period of 2,475 years. For 475 year return period, the total seismically-induced settlement of dry sands is expected to be between ½ and 1¼ inch and differential settlement of dry sands is expected to be between ¼ and ¾ inch.

CORROSIVITY

The table below lists the results of laboratory soluble sulfate, soluble chloride, electrical resistivity, and pH testing. The values may be used to estimate potential corrosive characteristics of the on-site soils with respect to contact with the various underground materials which will be used for

project construction.

Corrosivity Test Results Summary						
Boring	**Sample Depth (ft)**	**Soil Description**	**Soluble Sulfate (ppm)**	**Chlorides (ppm)**	**Electrical Resistivity (Ω-cm)**	**pH**
B-1	0.0-5.0	Silty Sand (SM)	259	81	1,900	7.3

Results of soluble sulfate testing indicate samples of the on-site soils tested possess negligible sulfate concentrations when classified in accordance with Table 19.3.1.1 of the ACI Design Manual. Concrete should be designed in accordance with the exposure class S0 provisions of the ACI Design Manual, Section 318, Chapter 19.

STORMWATER MANAGEMENT

Four (4) in-situ percolation tests were performed to approximate depths of 5 to 40 feet bgs. A 2-inch thick layer of gravel was placed in the bottom of each boring after the borings were drilled to investigate the soil profile. A 3-inch diameter perforated pipe was installed on top of the gravel layer in each boring. Gravel was used to backfill between the perforated pipes and the boring sidewall. The borings were then filled with water for a pre-soak period of 24 hours. Testing began after a pre-soak period. At the beginning of the test, the pipes were refilled with water and readings were taken at standardized time intervals. Percolation rates are provided in the following table:

TEST RESULTS				
Test Location (depth, feet bgs)	**Soil Classification**	**Slowest Measured Percolation Rate (in/hr.)**	**Correlated Infiltration Rate[1] (in/hr.)**	**Water Head (in)**
P-1 (0 to 5 ft)	Poorly Graded Sand with silt (SP-SM)	276	29.3	57
P-2 (0 to 3 ft)	Poorly Graded Sand with silt (SP-SM)	108	17.6	30
AB-1 (30 to 40 ft)	Poorly Graded Sand with silt (SP-SM)	302	32.2	59
AB-2 (30 to 40 ft)	Poorly Graded Sand with silt (SP-SM)	241	20.1	64

[1]If proposed infiltration system will mainly rely on vertical downward seepage, the correlated infiltration rates should be used.

Due to the liquefaction potential at the site, shallow infiltration systems are not recommended. Consideration should be given for deep, dry-well infiltration systems at the site. Further testing would be required for this option to confirm percolation rates at greater depths.

GEOTECHNICAL OVERVIEW

The site appears suitable for the proposed construction based upon geotechnical conditions encountered in the test borings, provided that the recommendations provided in this report are implemented in the design and construction phases of this project.

The proposed self-storage facility may be supported by a shallow foundation system. Due to the anticipated seismically-induced settlement and the low bearing capacity of the near surface soils and at proposed basement level, the foundation system should bear on engineered fill. Engineered fill should extend to a minimum depth of 3 feet below the bottom of foundations\. Grading for the proposed building should incorporate the limits of the building plus a lateral distance of 3 feet beyond the outside edge of perimeter footings. The on-site soils are considered suitable to be used as engineered fill onsite.

Based on the findings summarized in this report, it is our professional opinion that the proposed construction will not be subjected to a hazard from settlement, slippage, or landslide, provided the recommendations of our report are incorporated into the proposed construction. It is also our opinion that the proposed construction will not adversely affect the geologic stability of the site or adjacent properties provided the recommendations contained in our report are incorporated into the proposed construction.

The recommendations contained in this report are based upon the results of field and laboratory testing (presented in the **Exploration Results** section), engineering analyses, and our current understanding of the proposed project.

The **General Comments** section provides an understanding of the report limitations.

EARTHWORK

The following recommendations include site preparation, excavation, subgrade preparation and placement of engineered fills on the project. The recommendations presented for design and construction of earth supported elements including foundations, slabs, and pavements are contingent upon following the recommendations outlined in this section.

Earthwork on the project should be observed and evaluated by Terracon. The evaluation of earthwork should include observation and testing of engineered fill, subgrade preparation, foundation bearing soils, and other geotechnical conditions exposed during the construction of the project.

Site Preparation

Strip and remove existing debris, pavements, and other deleterious materials from proposed building and pavement areas. Exposed surfaces should be free of mounds and depressions which

could prevent uniform compaction. The site should be initially graded to create a relatively level surface to receive fill and provide for a relatively uniform thickness of fill beneath proposed building structures.

Demolition of the existing building should include complete removal of all foundation systems and remaining underground utilities within the proposed construction area. This should include removal of any loose backfill found adjacent to existing foundations. All materials derived from the demolition of existing structures and pavements should be removed from the site and not be allowed for use as on-site fill, unless processed in accordance with the fill requirements included in this report.

Although no evidence of fills or underground facilities such as septic tanks, cesspools, basements, and utilities were observed during the site reconnaissance, such features could be encountered during construction. If unexpected fills or underground facilities are encountered, such features should be removed, and the excavation thoroughly cleaned prior to backfill placement and/or construction.

Subgrade Preparation

Due to the anticipated seismically-induced settlement and the low bearing capacity of the near surface soils and at proposed basement level, the foundation system should bear on engineered fill. Engineered fill should extend to a minimum depth of 3 feet below the bottom of foundations. Grading for the proposed building should incorporate the limits of the building plus a lateral distance of 3 feet beyond the outside edge of perimeter footings.

Subgrade soils beneath exterior slabs and pavements should be scarified, moisture conditioned, and compacted to a minimum depth of 10 inches. The moisture content and compaction of subgrade soils should be maintained until slab or pavement construction.

Exposed areas which will receive fill, once properly cleared and benched where necessary, should be scarified to a minimum depth of 10 inches, moisture conditioned, and compacted per the compaction requirements in this report.

Based upon the subsurface conditions determined from the geotechnical exploration, subgrade soils exposed during construction are anticipated to be relatively workable. However, the workability of the subgrade may be affected by precipitation, repetitive construction traffic or other factors. If unworkable conditions develop, workability may be improved by scarifying and drying.

Excavation

It is anticipated that excavations for the proposed construction can be accomplished with conventional earthmoving equipment.

The bottom of excavations should be thoroughly cleaned of loose soils and disturbed materials prior to backfill placement and/or construction.

Onsite soils consist of cohesionless sandy soils. Such soils have the tendency to cave and slough during excavations. Therefore, formwork may be needed for foundation excavations.

The walls of the proposed excavation for the basement level should be shored or sloped in conformance with OSHA excavation and trench safety standards. If any excavation is extended to a depth of more than 20 feet, it will be necessary to have the side slopes designed by a professional engineer.

Soils from the excavation should not be stockpiled higher than six 6 feet or within ten 10 feet of the edge of an open trench. Construction of open cuts adjacent to existing structures, including underground pipes, is not recommended within a 1½ H:1V plane extending beyond and down from the perimeter of the structure. Cuts that are proposed within five 5 feet of light standards, other utilities, underground structures, and pavement should be provided with temporary shoring.

It may be necessary for the contractor to retain a geotechnical engineer to monitor the soils exposed in all excavations and provide engineering services for slopes. This will provide an opportunity to monitor the soils encountered and to modify the excavation slopes as necessary. It also offers an opportunity to verify the stability of the excavation slopes during construction.

Individual contractors are responsible for designing and constructing stable, temporary excavations. Excavations should be sloped or shored in the interest of safety following local, and federal regulations, including current OSHA excavation and trench safety standards.

Fill Materials and Placement

All fill materials should be inorganic soils free of vegetation, debris, and fragments larger than 6 inches in size. Pea gravel or other similar non-cementatious, poorly-graded materials should not be used as fill or backfill without the prior approval of the geotechnical engineer.

Clean on-site soils or approved imported materials may be used as fill material for the following:

- general site grading
- foundation areas
- interior floor slab areas
- foundation backfill
- pavement areas
- exterior slab areas

Imported soils for use as fill material within proposed building and structure areas should conform to low volume change materials as indicated in the following specifications:

Gradation	Percent Finer by Weight (ASTM C 136)
3”	100
No. 4 Sieve	50-100

No. 200 Sieve 10-40

- Liquid Limit ..... 30 (max)
- Plasticity Index ..... 15 (max)
- Maximum expansion index* ..... 20 (max)

*ASTM D 4829

The contractor shall notify the Geotechnical Engineer of import sources sufficiently ahead of their use so that the sources can be observed and approved as to the physical characteristic of the import material. For all import material, the contractor shall also submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current ACI criteria and is "mildly corrosive" to ferrous metal and copper. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job.

Engineered fill should be placed and compacted in horizontal lifts, using equipment and procedures that will produce recommended moisture contents and densities throughout the lift. Fill lifts should not exceed 10 inches loose thickness.

Compaction Requirements

Recommended compaction and moisture content criteria for engineered fill materials are as follows:

Material Type and Location	Per the Modified Proctor Test (ASTM D 1557)		
	Minimum Compaction Requirement (%)	Range of Moisture Contents for Compaction Above Optimum	
		Minimum	Maximum
On-site soils and low volume change imported fill:			
Beneath foundations:	90	0%	+3%
Beneath slabs:	90	0%	+3%
Miscellaneous backfill:	90	0%	+3%
Beneath pavements:	95	0%	+3%
Utility Trenches*:	90	0%	+3%
Bottom of excavation receiving fill:	90	0%	+3%
Aggregate base (beneath pavements):	95	0%	+3%

* Upper 12 inches should be compacted to 95% within pavement and structural areas.

Grading and Drainage

Positive drainage should be provided during construction and maintained throughout the life of the development. Infiltration of water into utility trenches or foundation excavations should be

prevented during construction. Planters and other surface features which could retain water in areas adjacent to the building or pavements should be sealed or eliminated. In areas where sidewalks or paving do not immediately adjoin the structure, we recommend that protective slopes be provided with a minimum grade of approximately 5 percent for at least 10 feet from perimeter walls. Backfill against footings, exterior walls, and in utility and sprinkler line trenches should be well compacted and free of all construction debris to reduce the possibility of moisture infiltration.

We recommend a minimum horizontal setback distance of 10 feet from the perimeter of any building and the high-water elevation of the nearest storm-water retention basin.

Roof drainage should discharge into splash blocks or extensions when the ground surface beneath such features is not protected by exterior slabs or paving. Sprinkler systems and landscaped irrigation should not be installed within 5 feet of foundation walls.

Utility Trenches

It is anticipated that the on-site soils and fill materials will provide suitable support for underground utilities and piping that may be installed. Any soft and/or unsuitable material encountered at the bottom of excavations should be removed and be replaced with an adequate bedding material. A non-expansive granular material with a sand equivalent greater than 30 should be used for bedding and shading of utilities, unless allowed or specified otherwise by the utility manufacturer.

On-site materials are considered suitable for backfill of utility and pipe trenches from one foot above the top of the pipe to the final ground surface, provided the material is free of organic matter and deleterious substances.

Trench backfill should be mechanically placed and compacted as discussed earlier in this report. Compaction of initial lifts should be accomplished with hand-operated tampers or other lightweight compactors. Where trenches are placed beneath slabs or footings, the backfill should satisfy the gradation and expansion index requirements of engineered fill discussed in this report. Flooding or jetting for placement and compaction of backfill is not recommended.

Construction Considerations

Upon completion of filling and grading, care should be taken to maintain the subgrade moisture content prior to construction of floor slabs and pavements. Construction traffic over the completed subgrade should be avoided to the extent practical. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. If the subgrade should become desiccated, saturated, or disturbed, the affected material should be removed, or these materials should be scarified, moisture conditioned, and recompacted prior to floor slab and pavement construction.

Based on our understanding of the project, we anticipate that excavations up to 15 feet below existing grade are planned for this project. The sides of below grade structure excavations may

either be sloped or formed with vertical cuts. For vertical sided excavations greater than 5 feet in depth, the excavations will require the use of shoring, bracing or some form of retention to prevent sloughing and caving of the soil into the excavation.

As a safety measure, no equipment should be operated within 5 feet of the edge of the excavation and no materials should be stockpiled within 10 feet of the excavation. Excavations should not approach closer than a distance equal to the depth of excavation from existing structures/facilities without some form of protection for the facilities. Proper berming or ditching should be performed to divert any surface runoff away from the excavation.

Construction Observation and Testing

The geotechnical engineer should be retained during the construction phase of the project to observe earthwork and to perform necessary tests and observations during subgrade preparation, proof-rolling, placement and compaction of controlled compacted fills, backfilling of excavations to the completed subgrade.

The exposed subgrade and each lift of compacted fill should be tested, evaluated, and reworked as necessary until approved by the Geotechnical Engineer prior to placement of additional lifts. Each lift of fill should be tested for density and water content at a frequency of at least one test for every 2,500 square feet of compacted fill in the building areas and 5,000 square feet in pavement areas. One density and water content test for every 50 linear feet of compacted utility trench backfill.

In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the Geotechnical Engineer. In the event that unanticipated conditions are encountered, the Geotechnical Engineer should prescribe mitigation options.

In addition to the documentation of the essential parameters necessary for construction, the continuation of the Geotechnical Engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer's evaluation of subsurface conditions, including assessing variations and associated design changes.

SHALLOW FOUNDATIONS

If the site has been prepared in accordance with the requirements noted in **Earthwork**, the following design parameters are applicable for shallow foundations.

Typically, the tolerated differential settlement among foundations is on the order of ½ to ¾ of inch in a span of 40 feet. Such tolerance is based on the column beam connections and should be verified by the building structural engineer. Due to the anticipated seismic and static differential settlements, foundation design should consider mat foundations for the support of the building, or

interconnecting isolated and continuous footings with seismic ties (per CBC 1809.13) to improve support and lessen the anticipated seismic differential settlement.

Shallow Foundation Design Recommendations

DESCRIPTION	RECOMENDATION
Foundation Type	Mat or spread footing foundations (with seismic ties) located approximately 10 to 11 feet below existing grades.
Bearing Material	Engineered fill extending a minimum depth of 3 feet below the bottom of foundations
Allowable Bearing Pressure	2,500 psf
Minimum Embedment Depth Below Finished Grade of Basement Level	18 inches (about 11 feet from existing site grade)
Total Estimated Settlement	1 inch
Estimated Differential Settlement	½ inch across 40 feet

1. Settlement calculations were performed utilizing Westergaard and Hough's methods[6] to estimate the static settlement for various foundation widths with an allowable settlement of 1 inch.

The allowable foundation bearing pressure applies to dead loads plus design live load conditions. The weight of the foundation concrete below grade may be neglected in dead load computations.

For structural design of mat foundations, a modulus of subgrade reaction (K_{v1}) of 200 pounds per cubic inch (pci) may be used. Other details including treatment of foundation soils, superstructure reinforcement and observation of foundation excavations as outlined in the Earthwork section of this report are applicable for the design and construction of a mat foundation at the site.

The subgrade modulus (K_v) for the mat is affected by the size of the mat foundation and would vary according the following equation:

$$K_v = K_{v1} [(B+1) / 2B]^2$$

Where: K_v is the modulus for the size footing being analyzed
B is the width of the mat foundation.

[6] FHWA Geotechnical Engineering Circular No. 6 – Shallow Foundations, FHWA-SA-02-054.

Foundation Construction Considerations

Finished grade is defined as the lowest adjacent grade within five feet of the foundation for perimeter (or exterior) footings.

The allowable foundation bearing pressure applies to dead loads plus design live load conditions. The design bearing pressure may be increased by one-third when considering total loads that include wind or seismic conditions. The weight of the foundation concrete below grade may be neglected in dead load computations.

Foundations should be reinforced as necessary to reduce the potential for distress caused by differential foundation movement. Foundation excavations should be observed by the geotechnical engineer. If the soil conditions encountered differ significantly from those presented in this report, supplemental recommendations will be required.

FLOOR SLABS

DESCRIPTION	RECOMMENDATION
Interior floor system	Slab-on-grade concrete
Floor slab support	Engineered fill extending to a minimum depth of 3 feet below the bottom of foundations.
Subbase	Minimum 4-inches of Aggregate Base
Modulus of subgrade reaction	200 pounds per square inch per inch (psi/in) (The modulus was obtained based on estimates obtained from NAVFAC 7.1 design charts). This value is for a small loaded area (1 Sq. ft or less) such as for forklift wheel loads or point loads and should be adjusted for larger loaded areas.

The use of a vapor retarder should be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.

Saw-cut control joints should be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual. Joints or cracks should be sealed with a water-proof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments.

Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, our experience indicates differential movement between the walls and slabs will likely be observed in adjacent slab expansion joints or floor slab cracks beyond the

length of the structural dowels. The Structural Engineer should account for potential differential settlement through use of sufficient control joints, appropriate reinforcing or other means.

BELOW-GRADE STRUCTURES

Based on our understanding of the project, we anticipate that excavations up to 11 feet below existing grade are planned for this project. Based on the depth of the excavations

Excavation Shoring Design Considerations

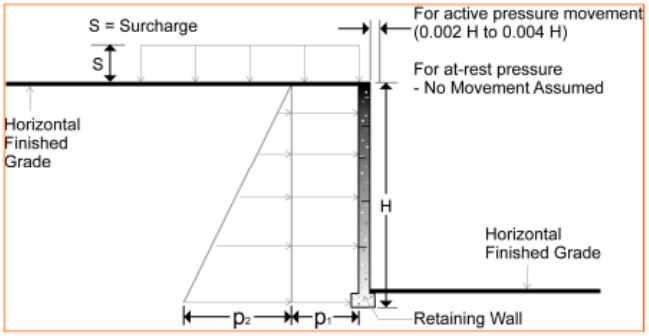
Based on the depth of the excavation, it is anticipated that these temporary excavations will include shoring systems with heights up to 11 feet. The individual contractor(s) is responsible for designing such a shoring system and these temporary shoring systems should be designed by a professional engineer. The design of the shoring system should include surcharge loads from nearby structures, traffic, and any stock piles placed within the distance equal to the depth of the excavation. The shoring required to support the excavation is typically used as back forms for the permanent basement walls.

LATERAL EARTH PRESSURES

Design Parameters

The lateral earth pressure recommendations are applicable for the design of rigid retaining walls subject to slight rotation, such as cantilever or gravity type concrete walls, and lateral loading against foundation walls.

These recommendations are not applicable to the design of geogrid-reinforced-backfill walls. Recommendations covering these types of wall systems are beyond the scope of services for this project; however, we are available to develop recommendations for the design of such wall systems upon request.



For engineered fill comprised of on-site soils or imported low volume change materials above any free water surface, recommended equivalent fluid pressures for unrestrained foundation elements are:

ITEM	VALUE[a, b]
Active Case	37 psf/ft
Passive Case	390 psf/ft
At-Rest Case	56 psf/ft
Surcharge Loads	0.33*(Surcharge)
Coefficient of Friction	0.35

[a]Note: The values are based on engineered fill comprised of on-site soils or low volume change materials used as backfill.
[b]Note: Uniform, horizontal backfill, compacted to at least 90% of the ASTM D 1557 maximum dry density, rendering a maximum unit weight of 125 pcf.

The lateral earth pressures herein do not include any factor of safety and are not applicable for submerged soils/hydrostatic loading. Additional recommendations may be necessary if such conditions are to be included in the design.

Total lateral earth pressures acting on the basement walls during a seismic event will likely include the active or at-rest static forces and a dynamic increment. The active dynamic increment should be applied to unrestrained walls as resultant force acting at 0.6H height from the base of the wall. Such increment should be added to the static earth pressures. The dynamic lateral earth resultant force (for a 1.028g peak ground acceleration) is $23H^2$ (in units of pounds per linear foot (plf), where H (in units of feet) is the height of the soil behind the wall. The at-rest dynamic increment should be applied to restrained walls as resultant force acting at 0.56H height from the base of the wall. Such increment should be added to the static earth pressures. The dynamic lateral earth resultant force (for a 1.028g peak ground acceleration) is $37H^2$ (in units of pounds per linear foot (plf), where H (in units of feet) is the height of the soil behind the wall [7].

The design of retaining structures and shoring systems should consider surcharge loads imposed on the foundations. In addition, the design should take into consideration new footing loads and anticipated vehicular loads in the vicinity of the proposed basement walls. In general, surcharge loads should be considered where they are located within a horizontal distance behind the wall equal to the height of the wall.

Surcharge loads acting at the top of the wall should be applied to the wall over the backfill as a uniform pressure over the entire wall height and should be added to the static earth pressures.

[7] Seismic Design of Restrained Rigid Walls. Proceedings of the 18th International Conference on Soil Mechanics and Geotechnical Engineering, Paris 2013

Surcharge stresses due to point loads, line loads, and those of limited extent, such as compaction equipment, should be evaluated using elastic theory.

Adequate drainage should be provided behind the retaining walls to collect water from irrigation, landscaping, surface runoff, or other sources, to achieve a free-draining backfill condition. The wall back drain should consist of Class 2 permeable materials[8] that are placed behind the entire wall height to within 18 inches of ground surface at the top of the wall. As a minimum, the width of Class 2 permeable materials behind the wall should be two feet. Water collected by the back drain should be directed to an appropriate outlet, such as perforated pipes, for disposal.

For the design of braced shoring, we recommend such shoring be designed using a rectangular-shaped distribution of lateral earth pressure of 24H psf, where H (in units of feet) is the height of the braced shoring. Surcharge loads from the nearby buildings should be also considered in the design of the shoring.

Fill against foundation and retaining walls should be compacted to densities specified in the Earthwork section of this report. Compaction of each lift adjacent to walls should be accomplished with hand-operated tampers or other lightweight compactors.

The design of the shored excavation should be performed by an engineer knowledgeable and experienced with the on-site soil conditions. The contractor should be aware that slope height, slope inclination or excavation depths should in no case exceed those specified in local, state or federal safety regulations, e.g. OSHA Health and Safety Standards for Excavation, 29 CFR Part 1926, or successor regulations. Such regulations are strictly enforced and, if not followed, the owner or the contractor could be liable for substantial penalties.

PAVEMENTS

General Pavement Comments

Pavement designs are provided for the traffic conditions and pavement life conditions as noted in **Project Description** and in the following sections of this report. A critical aspect of pavement performance is site preparation. Pavement designs noted in this section must be applied to the site which has been prepared as recommended in the **Earthwork** section.

[8] In accordance with the requirements and specifications of the State of California Department of Transportation.

Pavement Design Parameters

An estimated design R-Value was used to calculate the asphalt concrete pavement thickness sections and the Portland cement concrete pavement sections. R-value testing should be completed prior to pavement construction to verify the design R-value.

Assuming the pavement subgrades will be prepared as recommended within this report, the following pavement sections should be considered minimums for this project for the traffic indices assumed in the table below. As more specific traffic information becomes available, we should be contacted to reevaluate the pavement calculations.

Pavement Section Thicknesses

The following table provides options for AC and PCC Sections:

	Recommended Pavement Section Thickness (inches) [1]	
	Light (Automobile) Parking Assumed Traffic Index (TI) = 5.0	**On-site Driveways and Delivery Areas Assumed TI = 7.0**
Section I Portland Cement Concrete (600 psi Flexural Strength)	5.0-inches PCC over 4-inches Class II Aggregate Base	6.0-inches PCC over 4-inches Class II Aggregate Base
Section II Asphaltic Concrete	3-inches AC over 4-inches Class II Aggregate Base	3-inches AC over 7-inches Class II Aggregate Base

1. All materials should meet the CALTRANS Standard Specifications for Highway Construction.

These pavement sections are considered minimal sections based upon the expected traffic and the existing subgrade conditions. However, they are expected to function with periodic maintenance and overlays if good drainage is provided and maintained.

Subsequent to clearing, grubbing, and removal of topsoil, subgrade soils beneath all pavements should be scarified, moisture conditioned, and compacted to a minimum depth of 10 inches. All materials should meet the CALTRANS Standard Specifications for Highway Construction. Aggregate base materials should meet the gradation and quality requirement of Class 2 Aggregate Base (¾ inch maximum) in Caltrans Standard Specifications, latest edition, Sections 25 through 29.

All concrete for rigid pavements should have a minimum flexural strength of 600 psi (4,250 psi Compressive Strength) and be placed with a maximum slump of four inches. Proper joint spacing will also be required to prevent excessive slab curling and shrinkage cracking. All joints should be sealed to prevent entry of foreign material and dowelled where necessary for load transfer.

Preventative maintenance should be planned and provided for through an on-going pavement management program in order to enhance future pavement performance. Preventative

maintenance activities are intended to slow the rate of pavement deterioration, and to preserve the pavement investment.

Preventative maintenance consists of both localized maintenance (e.g. crack sealing and patching) and global maintenance (e.g. surface sealing). Preventative maintenance is usually the first priority when implementing a planned pavement maintenance program and provides the highest return on investment for pavements.

Pavement Construction Considerations

Materials and construction of pavements for the project should be in accordance with the requirements and specifications of the State of California Department of Transportation, or other approved local governing specifications.

Base course or pavement materials should not be placed when the surface is wet. Surface drainage should be provided away from the edge of paved areas to minimize lateral moisture transmission into the subgrade.

GENERAL COMMENTS

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly impact excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety, and cost estimating including, excavation support, and dewatering requirements/design are the responsibility of others. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES

Field Exploration

Exploration Type	Number of Borings	Boring Depth (feet)	Planned Location
Hollow Stem Auger	2	68 to 71	proposed building area
Hollow Stem Auger	2	3 to 5	proposed pavement/infiltration area
Cone Penetration Test	2	45	proposed building area

Boring Layout and Elevations: Unless otherwise noted, Terracon personnel provided the boring layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about ±10 feet).

Subsurface Exploration Procedures: We advanced the borings with a truck-mounted drill rig using continuous hollow stem flight augers. Four samples were obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. Soil sampling was performed using split-barrel sampling procedures. In the split-barrel sampling procedure, a standard 2-inch outer diameter split-barrel sampling spoon is driven into the ground by a 140-pound automatic hammer falling a distance of 30 inches. The number of blows required to advance the sampling spoon the last 12 inches of a normal 18-inch penetration is recorded as the Standard Penetration Test (SPT) resistance value. The SPT resistance values, also referred to as N-values, are indicated on the boring logs at the test depths. A 2.5-inch O.D. split-barrel Modified California sampling spoon with 2.0-inch I.D. tube lined sampler was also used for sampling. The Modified California split-barrel sampling procedures are similar to standard split spoon sampling procedure; however, blow counts are typically recorded for 6-inch intervals for a total of 12 inches of penetration. The samples were placed in appropriate containers, taken to our soil laboratory for testing, and classified by a geotechnical engineer. In addition, we observed and recorded groundwater levels during drilling and sampling. For safety purposes, all borings were backfilled with auger cuttings after their completion. Pavements were patched with cold-mix asphalt.

For the cone penetrometer testing, the CPT rig hydraulically pushes an instrumented cone through the soil while nearly continuous readings are recorded to a portable computer. The cone is equipped with electronic load cells to measure tip resistance and sleeve resistance and a pressure transducer to measure the generated ambient pore pressure. The face of the cone has an apex angle of 60° and an area of 15 cm^2. Digital Data representing the tip resistance, friction resistance, pore water pressure, and probe inclination angle are recorded about every 2 centimeters while advancing through the ground at a rate between 1½ and 2½ centimeters per second. These measurements are correlated to various soil properties used for geotechnical design. No soil samples are gathered through this subsurface investigation technique. CPT

testing was conducted in general accordance with ASTM D5778 “Standard Test Method for Performing Electronic Friction Cone and Piezocone Penetration Testing of Soils.”

The sampling depths, penetration distances, and other sampling information was recorded on the field boring logs. The samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

Laboratory Testing

The project engineer reviewed the field data and assigned laboratory tests to understand the engineering properties of the various soil strata, as necessary, for this project. Procedural standards noted below are for reference to methodology in general. In some cases, variations to methods were applied because of local practice or professional judgment. Standards noted below include reference to other, related standards. Such references are not necessarily applicable to describe the specific test performed.

- ASTM D2216 Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass
- ASTM D7263 Standard Test Methods for Laboratory Determination of Dry Density (Unit Weight) of Soil Specimens
- ASTM D4318 Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
- ASTM C136 Standard Test Methods for Determining the Amount of Material Finer than 75-µm (No. 200) Sieve in Soils by Washing
- ASTM D4546 Standard Test Methods for One-Dimensional Consolidation Properties of Soils Using Incremental Loading
- Corrosivity Testing will include pH, chlorides, sulfates, Redox potential, and electrical lab resistivity

The laboratory testing program included examination of soil samples by an engineer. Based on the material’s texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

SITE LOCATION AND EXPLORATION PLANS

SITE LOCATION

North Hollywood Self Storage ■ North Hollywood, CA
July 24, 2020 ■ Terracon Project No. 60195164

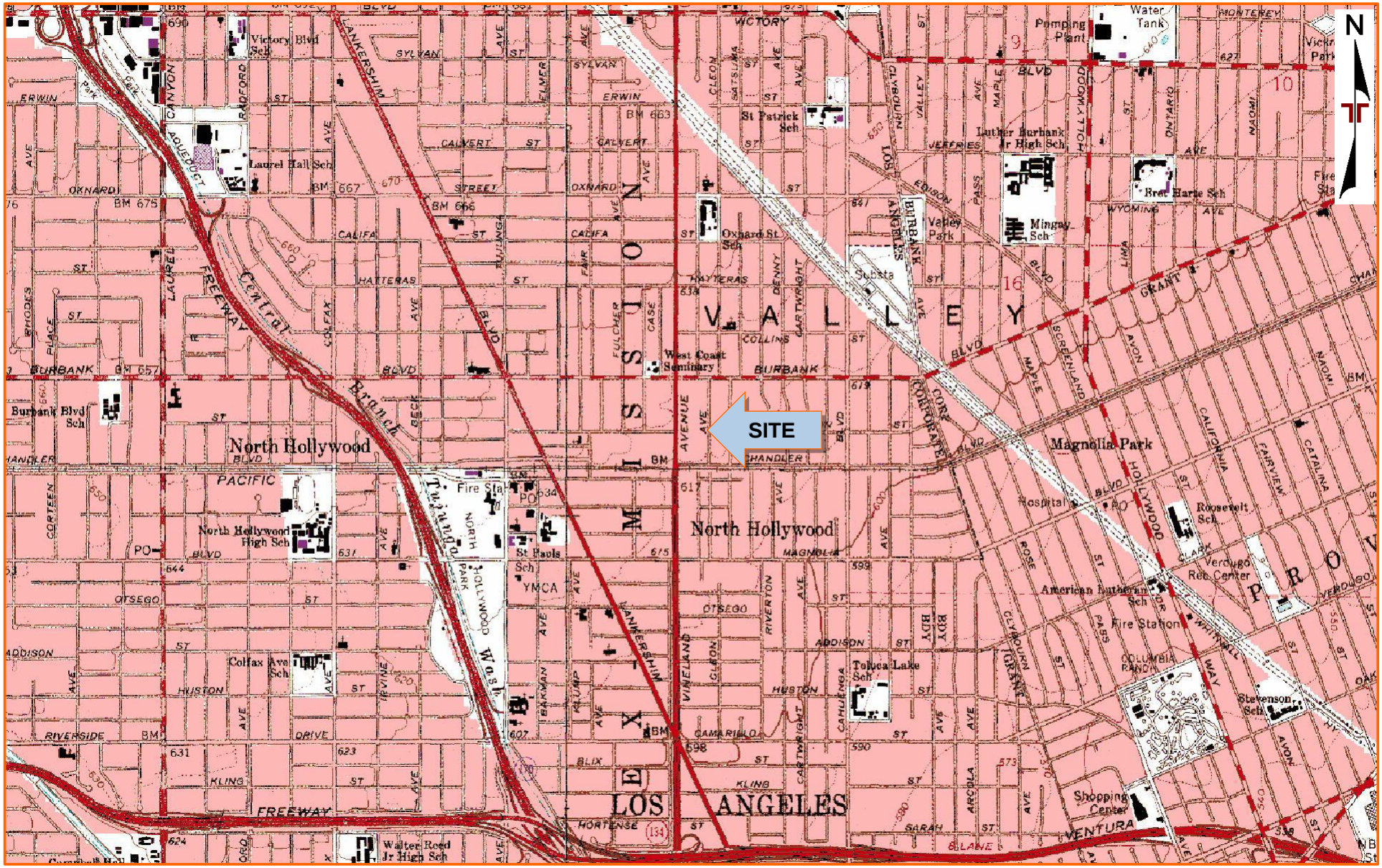


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

TOPOGRAPHIC MAP IMAGE COURTESY OF THE U.S. GEOLOGICAL SURVEY
QUADRANGLES INCLUDE: VAN NUYS, CA (1/1/1972) and BURBANK, CA (1/1/1994).

EXPLORATION PLAN

North Hollywood Self Storage ■ North Hollywood, CA
July 24, 2020 ■ Terracon Project No. 60195164

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

AERIAL PHOTOGRAPHY PROVIDED BY MICROSOFT BING MAPS

EXPLORATION RESULTS

BORING LOG NO. B-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1701° Longitude: -118.3689°

DEPTH	GRAPHIC LOG	DESCRIPTION	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
0.2		**ASPHALT**, thickness: 2"										
		SILTY SAND (SC), trace gravel, trace silt, brown									NP	13
		loose			3-5-11				3	98		
5.0		**POORLY GRADED SAND (SP)**, trace gravel, brown, medium dense			5-9-8 N=17						NP	4
					7-10-16				2	107		
10					4-6-8 N=14							
15					15-18-22				2	105		
20.0		**POORLY GRADED SAND WITH SILT (SP-SM)** trace gravel, brown, medium dense			8-10-14 N=24						NP	5
25												

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. B-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1701° Longitude: -118.3689°

DEPTH	GRAPHIC LOG	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
				15-21-35				2	106		
30				12-16-16 N=32							
35.0				12-12-8 N=20						NP	19
40				13-23-28 N=51							
45				12-23-29 N=52							
50											

POORLY GRADED SAND WITH SILT (SP-SM)
(continued)
trace gravel, brown, medium dense

dense

SILTY SAND (SM), trace gravel, trace clay, brown, medium dense

40.0

POORLY GRADED SAND WITH SILT (SP-SM)
trace gravel, brown, very dense

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. B-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1701° Longitude: -118.3689°

DEPTH	GRAPHIC LOG	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
					31-50/6"						NP	6
		55			50/6"							
60.0		60			5-4-50/6"							
65.0		65			50/5"							
71.0		70			35-50/6"							

POORLY GRADED SAND WITH SILT (SP-SM)
(continued)
trace gravel, brown, very dense

SILTY CLAYEY SAND (SC-SM), trace gravel, brown and gray, dense

POORLY GRADED SAND WITH GRAVEL (SP), trace clay, brown, very dense

Boring Terminated at 71 Feet

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. B-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1699° Longitude: -118.3698°

DEPTH	GRAPHIC LOG	DESCRIPTION	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
0.2		**ASPHALT**, thickness: 2"											
		POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown										NP	8
		loose				5-6-12				3	101		
		medium dense	5			11-9-11				3	101		
7.5		**POORLY GRADED SAND (SP)**, trace gravel, trace silt, brown, medium dense				4-5-6 N=11						NP	2
			10			6-11-16				7	111		
		trace clay, loose	15			4-3-2 N=5							
		medium dense	20			15-19-26				3	111		
25.0			25										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. B-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1699° Longitude: -118.3698°

GRAPHIC LOG / DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown, dense				10-18-22 N=40						NP	5
	30			21-32-45				3	117		
35.0 **SILTY SAND (SM)**, trace gravel, brown, medium dense	35			5-6-14 N=20							42
	40			6-8-11 N=19							
45.0 **POORLY GRADED SAND (SP)** trace silt, brown, dense	45			10-17-25 N=42						NP	4
	50										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. B-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1699° Longitude: -118.3698°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
					50/6"							
		55			19-32-44 N=76							
	60.0											
		60			37-15-11 N=26							
		65			50/4"							
	68.3				50/4"							

POORLY GRADED SAND (SP) *(continued)*
trace gravel, trace clay, brown, very dense

POORLY GRADED SAND WITH CLAY (SP-SC), trace gravel, medium dense

very dense

Boring Terminated at 68.33 Feet

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. P-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1697° Longitude: -118.3688°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
	0.2 thickness: 2"											
	POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown										NP	10
	5.0	5										
	Boring Terminated at 5 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. P-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1698° Longitude: -118.3701°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
	0.2 thickness: 2"											
	POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown										NP	11
	3.0											
	Boring Terminated at 3 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Method

Abandonment Method:
Boring backfilled with cement-bentonite grout upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-24-2019 | Boring Completed: 07-24-2019

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

BORING LOG NO. AB-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1697° Longitude: -118.3688°

DEPTH	GRAPHIC LOG	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
0.3												
0.5												
		5			4-4-5 N=9							
		10			5-7-7 N=14							
		15			12-12-19 N=31							
		20			6-7-10 N=17							
		25										

ASPHALT, 3" Thickness

AGGREGATE BASE COURSE, 3" Thickness

POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown

loose

medium dense

dense

medium dense

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Auger

Abandonment Method:
Boring backfilled with Auger Cuttings and/or Bentonite
Surface Capped with Asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-15-2020 | Boring Completed: 07-15-2020

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 7/24/20

BORING LOG NO. AB-1

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1697° Longitude: -118.3688°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
	POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown *(continued)* dense				12-16-20 N=36							
	medium dense	30			31-12-9 N=21							
		35			12-11-14 N=25							
	dense				13-18-21 N=39							
	40.0	40										
	Boring Terminated at 40 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Auger

Abandonment Method:
Boring backfilled with Auger Cuttings and/or Bentonite
Surface Capped with Asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-15-2020 | Boring Completed: 07-15-2020

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 7/24/20

BORING LOG NO. AB-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1698° Longitude: -118.3699°

DEPTH	GRAPHIC LOG	DESCRIPTION	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
0.4		**ASPHALT**, 4.5" Thickness											
0.5		**AGGREGATE BASE COURSE**, 1" Thickness											
0.7		**CONCRETE**, 3" Thickness											
		POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown											
		medium dense	5			6-8-8 N=16							
			10			11-8-6 N=14							
			15			7-9-10 N=19							
			20			8-11-13 N=24							
			25										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Auger

Abandonment Method:
Boring backfilled with Auger Cuttings and/or Bentonite
Surface Capped with Asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-15-2020 | Boring Completed: 07-15-2020

Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 7/24/20

BORING LOG NO. AB-2

PROJECT: North Hollywood Self Storage

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

SITE: 5444 Vineland Avenue
North Hollywood, CA

LOCATION See Exploration Plan

Latitude: 34.1698° Longitude: -118.3699°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (tsf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI	PERCENT FINES
	POORLY GRADED SAND WITH SILT (SP-SM), trace gravel, brown *(continued)* dense				13-20-24 N=44							
		30			13-15-19 N=34							
	medium dense	35			12-13-12 N=25							
					9-10-15 N=25							
	40.0	40										
	Boring Terminated at 40 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow Stem Auger

Abandonment Method:
Boring backfilled with Auger Cuttings and/or Bentonite
Surface Capped with Asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

Boring Started: 07-15-2020 | Boring Completed: 07-15-2020

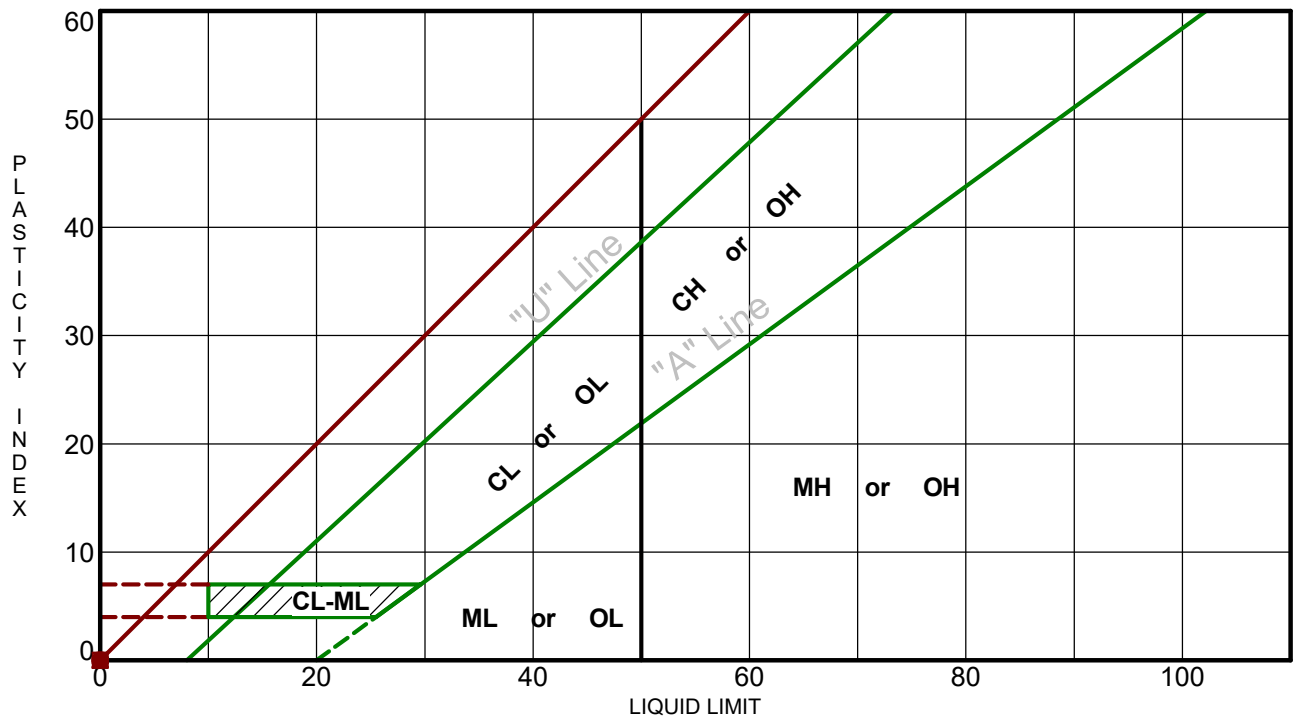
Drill Rig: Mobile B-61 | Driller: CalPac Drilling

Project No.: 60195164

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 7/24/20

ATTERBERG LIMITS RESULTS

ASTM D4318



Boring ID		Depth	LL	PL	PI	Fines	USCS	Description
●	B-1	0 - 2.5	NP	NP	NP	13	SM	SILTY SAND
⊠	B-1	5 - 6.5	NP	NP	NP	4	SP	POORLY GRADED SAND
▲	B-1	20 - 21.5	NP	NP	NP	5	SP-SM	POORLY GRADED SAND with SILT
★	B-1	35 - 36.5	NP	NP	NP	19	SM	SILTY SAND
⊙	B-1	50 - 51	NP	NP	NP	6	SP-SM	POORLY GRADED SAND with SILT
✿	B-2	0 - 2.5	NP	NP	NP	8	SP-SM	POORLY GRADED SAND with SILT
○	B-2	7.5 - 9	NP	NP	NP	2	SP	POORLY GRADED SAND
△	B-2	25 - 26.5	NP	NP	NP	5	SP-SM	POORLY GRADED SAND with SILT
⊗	B-2	45 - 46.5	NP	NP	NP	4	SP	POORLY GRADED SAND
⊕	P-1	0 - 5	NP	NP	NP	10	SP-SM	POORLY GRADED SAND with SILT
□	P-2	0 - 3	NP	NP	NP	11	SP-SM	POORLY GRADED SAND with SILT

PROJECT: North Hollywood Self Storage

PROJECT NUMBER: 60195164

SITE: 5444 Vineland Avenue
North Hollywood, CA

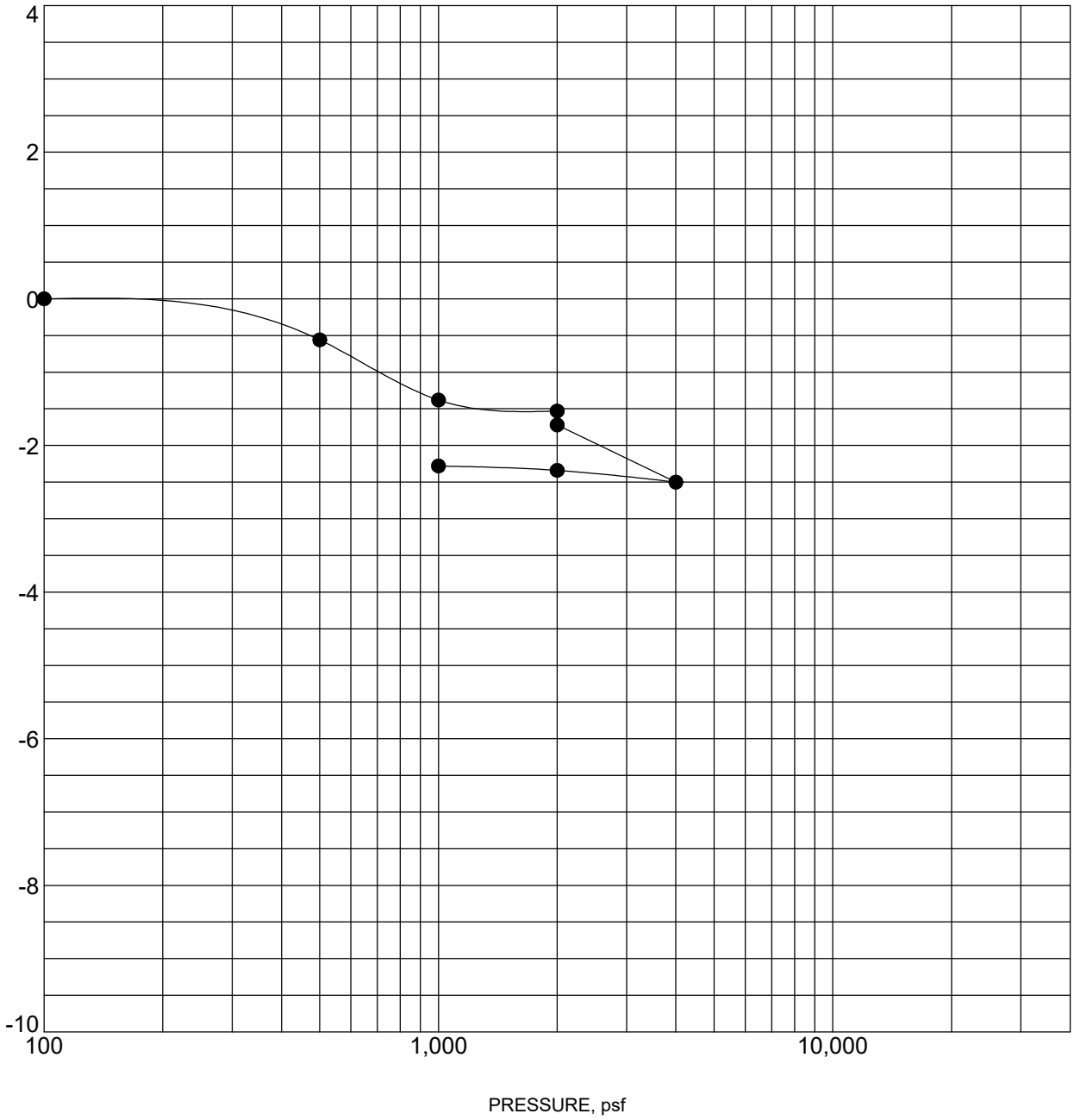
Terracon
1421 Edinger Ave, Ste C
Tustin, CA

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. ATTERBERG LIMITS 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

SWELL CONSOLIDATION TEST

ASTM D2435



Specimen Identification			Classification	γ_d, pcf	WC, %
●	B-1	2.5 - 4 ft	SILTY SAND	98	3

NOTES: Water added at 2,000 psf.

PROJECT: North Hollywood Self Storage

PROJECT NUMBER: 60195164

SITE: 5444 Vineland Avenue
North Hollywood, CA

Terracon
1421 Edinger Ave, Ste C
Tustin, CA

CLIENT: 1784 Capital Holdings, LLD
Scottsdale, AZ

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. TC_CONSOL_STRAIN-USCS 60195164 NORTH HOLLYWOOD S.GPJ TERRACON_DATATEMPLATE.GDT 8/13/19

ANAHEIM TEST LAB, INC

196 Technology Drive, Unit D
Irvine, CA 92618
Phone (949)336-6544

DATE: 08/13/2019

Terracon Consultants, Inc.
1421 Edinger Ave.
Tustin, CA 92780

P.O. NO.: Verbal

LAB NO.: C-3141

SPECIFICATION: CTM-417/422/643

MATERIAL: Soil

Project No.: 60195164
Project: Vineland Storage

ANALYTICAL REPORT

CORROSION SERIES

SUMMARY OF DATA

	pH	SOLUBLE SULFATES per CT. 417 ppm	SOLUBLE CHLORIDES per CT. 422 ppm	MIN. RESISTIVITY per CT. 643 ohm-cm
B1 @ 0’	7.3	259	81	1,900

RESPECTFULLY SUBMITTED

WES BRIDGER LAB MANAGER

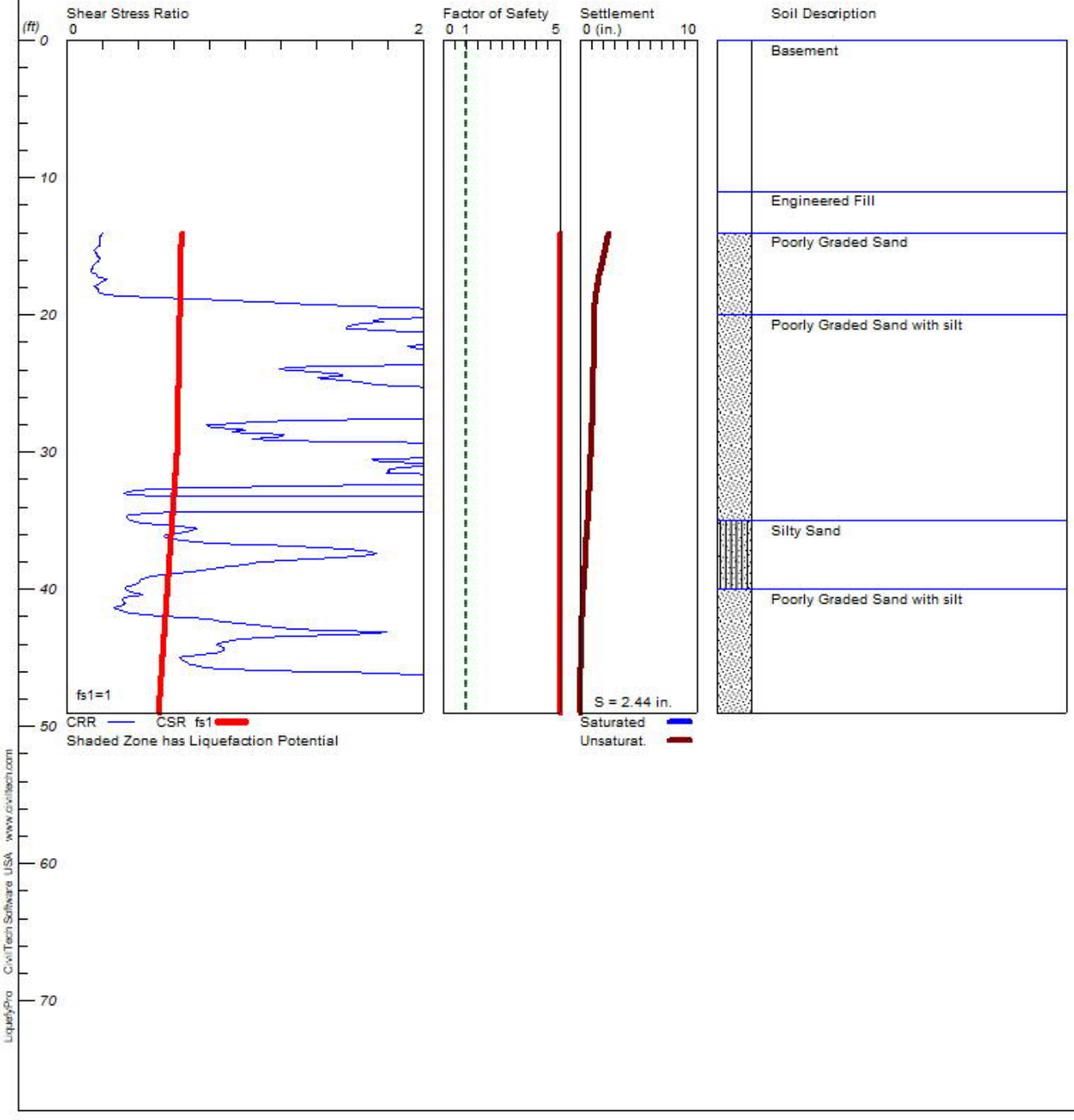
SUPPORTING INFORMATION

LIQUEFACTION ANALYSIS

Vineland Self Storage

Hole No.=CPT-1 Water Depth=100 ft

Magnitude=6.92
Acceleration=1.028g



CivilTech Corporation

Plate A-1

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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: N:\Projects\2019\60195164\Working Files\Calculations-Analyses\CPT-1 full pga run 2.liq
Title: Vineland Self Storage
Subtitle:

Surface Elev.=
Hole No.=CPT-1
Depth of Hole= 49.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration= 1.03 g
Earthquake Magnitude= 6.92

Input Data:
Surface Elev.=
Hole No.=CPT-1
Depth of Hole=49.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration=1.03 g
Earthquake Magnitude=6.92
No-Liquefiable Soils: Based on Analysis

1. CPT Calculation Method: Modify Robertson*
2. Settlement Analysis Method: Tokimatsu, M-correction
3. Fines Correction for Liquefaction: Modify Stark/Olson
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
9. User request factor of safety (apply to CSR) , User=
   Plot one CSR curve (fs1=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth	qc	fs	Rf	gamma	Fines	D50
ft	atm	atm	pcf	%	mm	

14.00	71.90	0.60	0.83	125.00	0.00	0.35
15.09	67.70	0.40	0.59	125.00	0.00	0.35
16.08	76.70	0.40	0.52	125.00	0.00	0.35
17.06	43.70	0.70	1.60	120.00	0.00	0.20
18.05	48.20	0.70	1.45	120.00	0.00	0.20
19.03	218.60	1.80	0.82	125.00	0.00	0.35
20.01	306.50	2.70	0.88	125.00	0.00	0.35
21.00	253.30	2.90	1.14	125.00	0.00	0.35
21.98	315.20	3.30	1.05	125.00	0.00	0.35
22.97	341.90	5.00	1.46	125.00	0.00	0.35
23.95	244.30	2.60	1.06	125.00	0.00	0.35
24.94	286.50	3.10	1.08	125.00	0.00	0.35
25.92	401.20	3.80	0.95	125.00	0.00	0.35
26.90	366.30	2.90	0.79	125.00	0.00	0.35
27.89	247.70	2.10	0.85	125.00	0.00	0.35
28.87	270.40	2.90	1.07	125.00	0.00	0.35
29.86	379.60	5.30	1.40	125.00	0.00	0.35
30.84	346.90	2.60	0.75	125.00	0.00	0.35
31.83	413.80	4.20	1.01	125.00	0.00	0.35
32.81	160.00	1.90	1.19	125.00	0.00	0.35
33.79	67.90	2.50	3.68	115.00	0.00	0.07
34.78	112.40	2.50	2.22	120.00	0.00	0.20
35.76	178.50	4.30	2.41	120.00	0.00	0.20
36.75	236.60	5.30	2.24	120.00	0.00	0.20
37.73	274.90	6.30	2.29	120.00	0.00	0.20
38.72	208.00	4.10	1.97	120.00	0.00	0.20
39.70	126.90	3.00	2.36	120.00	0.00	0.20
40.68	112.00	2.60	2.32	120.00	0.00	0.20
41.67	162.20	2.30	1.42	125.00	0.00	0.35
42.65	335.00	3.10	0.93	125.00	0.00	0.35
43.64	319.00	3.00	0.94	125.00	0.00	0.35
44.62	314.20	2.60	0.83	125.00	0.00	0.35
45.61	286.00	2.90	1.01	125.00	0.00	0.35
46.59	522.30	4.50	0.86	125.00	0.00	0.35
47.57	526.70	4.60	0.87	125.00	0.00	0.35
48.56	557.10	5.00	0.90	125.00	0.00	0.35

Modify Robertson method generates Fines from qc/fs. Inputted Fines are not relevant.

Output Results:

Settlement of Saturated Sands=0.00 in.
Settlement of Unsaturated Sands=2.44 in.
Total Settlement of Saturated and Unsaturated Sands=2.44 in.
Differential Settlement=1.222 to 1.613 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
14.00	0.20	0.65	5.00	0.00	2.44	2.44
15.00	0.17	0.64	5.00	0.00	2.21	2.21

16.00	0.18	0.64	5.00	0.00	1.95	1.95
17.00	0.15	0.64	5.00	0.00	1.67	1.67
18.00	0.16	0.64	5.00	0.00	1.46	1.46
19.00	1.04	0.64	5.00	0.00	1.29	1.29
20.00	2.56	0.64	5.00	0.00	1.24	1.24
21.00	1.57	0.64	5.00	0.00	1.22	1.22
22.00	2.45	0.63	5.00	0.00	1.20	1.20
23.00	2.56	0.63	5.00	0.00	1.18	1.18
24.00	1.25	0.63	5.00	0.00	1.16	1.16
25.00	1.70	0.63	5.00	0.00	1.13	1.13
26.00	2.56	0.63	5.00	0.00	1.10	1.10
27.00	2.56	0.63	5.00	0.00	1.07	1.07
28.00	0.83	0.62	5.00	0.00	1.03	1.03
29.00	1.06	0.62	5.00	0.00	0.97	0.97
30.00	2.51	0.62	5.00	0.00	0.92	0.92
31.00	2.00	0.62	5.00	0.00	0.88	0.88
32.00	2.48	0.61	5.00	0.00	0.84	0.84
33.00	0.32	0.61	5.00	0.00	0.76	0.76
34.00	2.00	0.60	5.00	0.00	0.73	0.73
35.00	0.36	0.59	5.00	0.00	0.67	0.67
36.00	0.59	0.59	5.00	0.00	0.57	0.57
37.00	1.45	0.58	5.00	0.00	0.50	0.50
38.00	1.11	0.58	5.00	0.00	0.45	0.45
39.00	0.50	0.57	5.00	0.00	0.38	0.38
40.00	0.33	0.57	5.00	0.00	0.30	0.30
41.00	0.33	0.56	5.00	0.00	0.25	0.25
42.00	0.56	0.56	5.00	0.00	0.18	0.18
43.00	1.48	0.55	5.00	0.00	0.15	0.15
44.00	0.85	0.55	5.00	0.00	0.13	0.13
45.00	0.64	0.54	5.00	0.00	0.09	0.09
46.00	1.35	0.53	5.00	0.00	0.05	0.05
47.00	2.29	0.53	5.00	0.00	0.03	0.03
48.00	2.28	0.52	5.00	0.00	0.02	0.02
49.00	2.27	0.52	5.00	0.00	0.00	0.00

* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

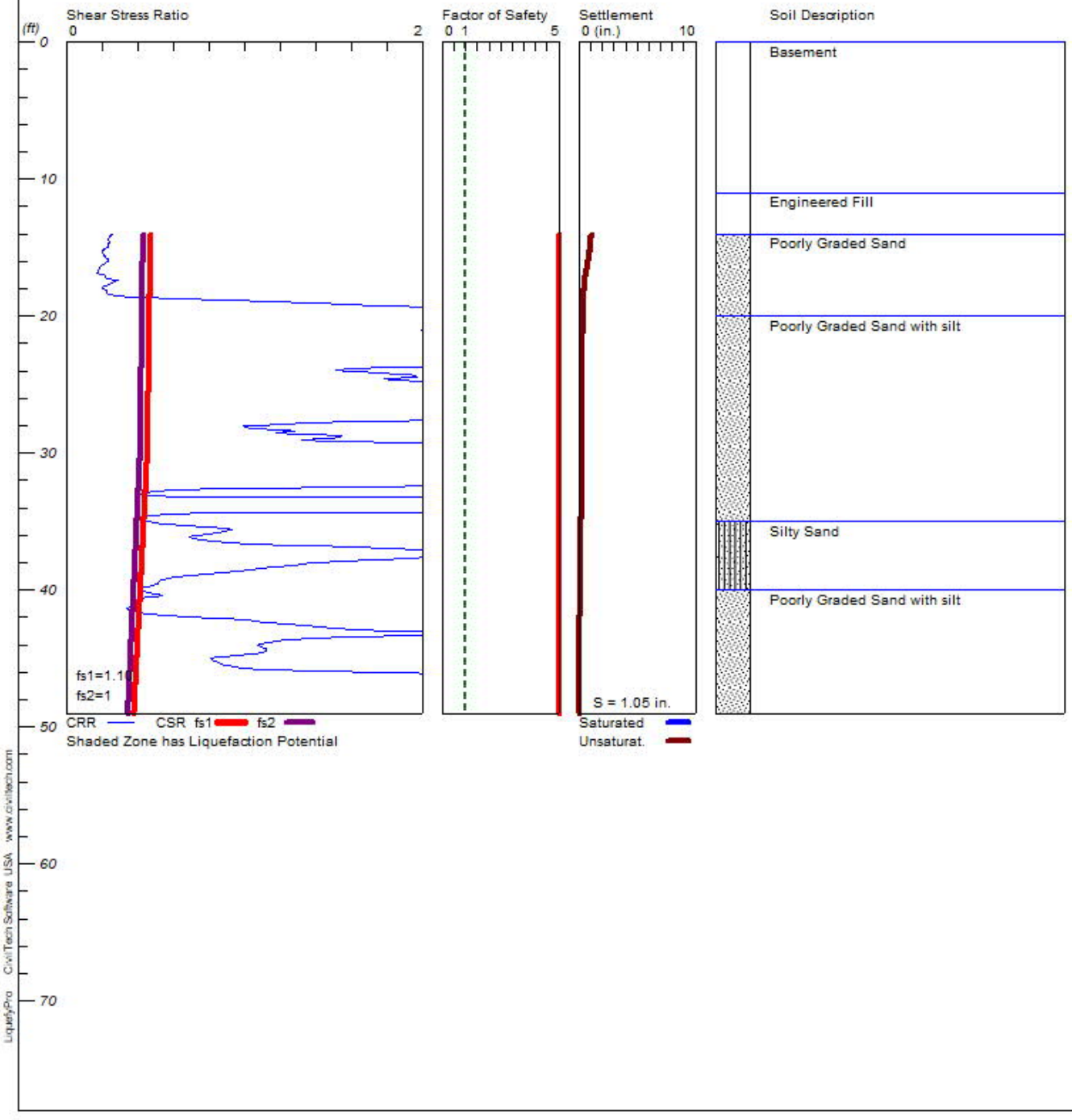
1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils

LIQUEFACTION ANALYSIS

Vineland Self Storage

Hole No.=CPT-1 Water Depth=100 ft

Magnitude=6.3
Acceleration=0.685g



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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: N:\Projects\2019\60195164\Working Files\Calculations-Analyses\CPT-1 run 2.liq
Title: Vineland Self Storage
Subtitle:

Surface Elev.=
Hole No.=CPT-1
Depth of Hole= 49.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration= 0.69 g
Earthquake Magnitude= 6.30

Input Data:
Surface Elev.=
Hole No.=CPT-1
Depth of Hole=49.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration=0.69 g
Earthquake Magnitude=6.30
No-Liquefiable Soils: Based on Analysis

1. CPT Calculation Method: Modify Robertson*
2. Settlement Analysis Method: Tokimatsu, M-correction
3. Fines Correction for Liquefaction: Modify Stark/Olson
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
9. User request factor of safety (apply to CSR) , User= 1.1
   Plot two CSR (fs1=User, fs2=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth	qc	fs	Rf	gamma	Fines	D50
ft	atm	atm	pcf	%	mm	

14.00	71.90	0.60	0.83	125.00	0.00	0.35
15.09	67.70	0.40	0.59	125.00	0.00	0.35
16.08	76.70	0.40	0.52	125.00	0.00	0.35
17.06	43.70	0.70	1.60	120.00	0.00	0.20
18.05	48.20	0.70	1.45	120.00	0.00	0.20
19.03	218.60	1.80	0.82	125.00	0.00	0.35
20.01	306.50	2.70	0.88	125.00	0.00	0.35
21.00	253.30	2.90	1.14	125.00	0.00	0.35
21.98	315.20	3.30	1.05	125.00	0.00	0.35
22.97	341.90	5.00	1.46	125.00	0.00	0.35
23.95	244.30	2.60	1.06	125.00	0.00	0.35
24.94	286.50	3.10	1.08	125.00	0.00	0.35
25.92	401.20	3.80	0.95	125.00	0.00	0.35
26.90	366.30	2.90	0.79	125.00	0.00	0.35
27.89	247.70	2.10	0.85	125.00	0.00	0.35
28.87	270.40	2.90	1.07	125.00	0.00	0.35
29.86	379.60	5.30	1.40	125.00	0.00	0.35
30.84	346.90	2.60	0.75	125.00	0.00	0.35
31.83	413.80	4.20	1.01	125.00	0.00	0.35
32.81	160.00	1.90	1.19	125.00	0.00	0.35
33.79	67.90	2.50	3.68	115.00	0.00	0.07
34.78	112.40	2.50	2.22	120.00	0.00	0.20
35.76	178.50	4.30	2.41	120.00	0.00	0.20
36.75	236.60	5.30	2.24	120.00	0.00	0.20
37.73	274.90	6.30	2.29	120.00	0.00	0.20
38.72	208.00	4.10	1.97	120.00	0.00	0.20
39.70	126.90	3.00	2.36	120.00	0.00	0.20
40.68	112.00	2.60	2.32	120.00	0.00	0.20
41.67	162.20	2.30	1.42	125.00	0.00	0.35
42.65	335.00	3.10	0.93	125.00	0.00	0.35
43.64	319.00	3.00	0.94	125.00	0.00	0.35
44.62	314.20	2.60	0.83	125.00	0.00	0.35
45.61	286.00	2.90	1.01	125.00	0.00	0.35
46.59	522.30	4.50	0.86	125.00	0.00	0.35
47.57	526.70	4.60	0.87	125.00	0.00	0.35
48.56	557.10	5.00	0.90	125.00	0.00	0.35

Modify Robertson method generates Fines from qc/fs. Inputted Fines are not relevant.

Output Results:

Settlement of Saturated Sands=0.00 in.
Settlement of Unsaturated Sands=1.05 in.
Total Settlement of Saturated and Unsaturated Sands=1.05 in.
Differential Settlement=0.526 to 0.695 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
14.00	0.25	0.47	5.00	0.00	1.05	1.05
15.00	0.22	0.47	5.00	0.00	0.95	0.95

16.00	0.23	0.47	5.00	0.00	0.78	0.78
17.00	0.20	0.47	5.00	0.00	0.56	0.56
18.00	0.21	0.47	5.00	0.00	0.43	0.43
19.00	1.32	0.47	5.00	0.00	0.33	0.33
20.00	3.25	0.47	5.00	0.00	0.31	0.31
21.00	2.00	0.47	5.00	0.00	0.31	0.31
22.00	3.11	0.46	5.00	0.00	0.30	0.30
23.00	3.25	0.46	5.00	0.00	0.30	0.30
24.00	1.59	0.46	5.00	0.00	0.29	0.29
25.00	2.16	0.46	5.00	0.00	0.28	0.28
26.00	3.25	0.46	5.00	0.00	0.27	0.27
27.00	3.25	0.46	5.00	0.00	0.27	0.27
28.00	1.05	0.46	5.00	0.00	0.26	0.26
29.00	1.35	0.46	5.00	0.00	0.24	0.24
30.00	3.19	0.46	5.00	0.00	0.24	0.24
31.00	2.55	0.45	5.00	0.00	0.23	0.23
32.00	3.16	0.45	5.00	0.00	0.22	0.22
33.00	0.41	0.44	5.00	0.00	0.20	0.20
34.00	2.00	0.44	5.00	0.00	0.19	0.19
35.00	0.46	0.44	5.00	0.00	0.17	0.17
36.00	0.75	0.43	5.00	0.00	0.15	0.15
37.00	1.85	0.43	5.00	0.00	0.14	0.14
38.00	1.41	0.42	5.00	0.00	0.13	0.13
39.00	0.63	0.42	5.00	0.00	0.11	0.11
40.00	0.42	0.42	5.00	0.00	0.09	0.09
41.00	0.41	0.41	5.00	0.00	0.08	0.08
42.00	0.72	0.41	5.00	0.00	0.06	0.06
43.00	1.88	0.40	5.00	0.00	0.05	0.05
44.00	1.07	0.40	5.00	0.00	0.04	0.04
45.00	0.81	0.40	5.00	0.00	0.03	0.03
46.00	1.72	0.39	5.00	0.00	0.02	0.02
47.00	2.91	0.39	5.00	0.00	0.01	0.01
48.00	2.90	0.38	5.00	0.00	0.01	0.01
49.00	2.88	0.38	5.00	0.00	0.00	0.00

* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

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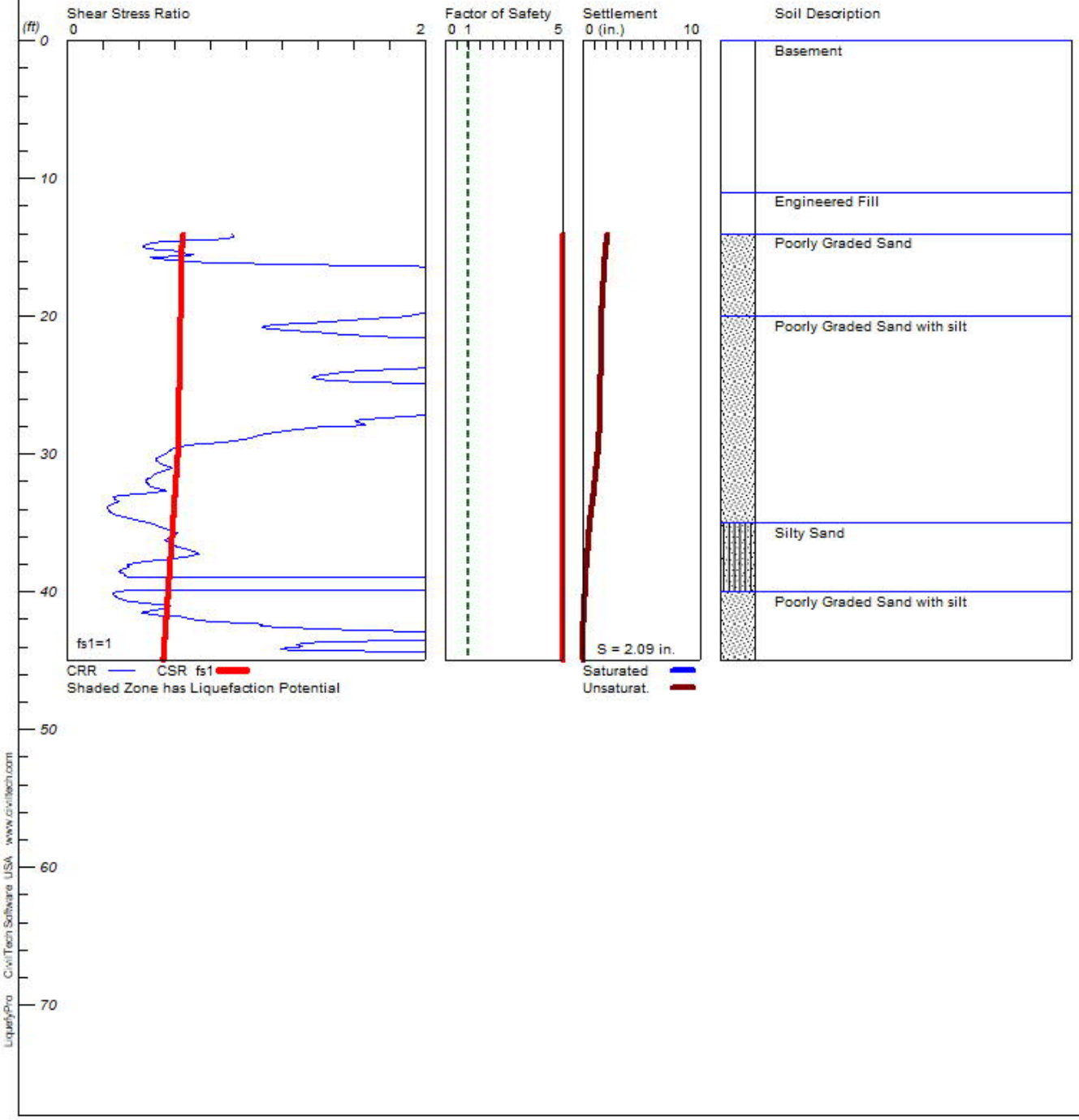
1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils

LIQUEFACTION ANALYSIS

Vineland Self Storage

Hole No.=CPT-2 Water Depth=100 ft

Magnitude=6.9
Acceleration=1.028g



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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: N:\Projects\2019\60195164\Working Files\Calculations-Analyses\CPT-2 full pga run 2.liq
Title: Vineland Self Storage
Subtitle:

Surface Elev.=
Hole No.=CPT-2
Depth of Hole= 45.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration= 1.03 g
Earthquake Magnitude= 6.90

Input Data:
Surface Elev.=
Hole No.=CPT-2
Depth of Hole=45.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration=1.03 g
Earthquake Magnitude=6.90
No-Liquefiable Soils: Based on Analysis

1. CPT Calculation Method: Modify Robertson*
2. Settlement Analysis Method: Tokimatsu, M-correction
3. Fines Correction for Liquefaction: Modify Stark/Olson
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
9. User request factor of safety (apply to CSR) , User=
   Plot one CSR curve (fs1=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth	qc	fs	Rf	gamma	Fines	D50
ft	atm	atm	pcf	%	mm	

14.00	173.40	1.50	0.87	125.00	0.00	0.35
15.09	111.00	1.60	1.44	125.00	0.00	0.35
16.08	166.60	1.50	0.90	125.00	0.00	0.35
17.06	314.40	2.00	0.64	125.00	0.00	0.35
18.05	287.90	2.20	0.76	125.00	0.00	0.35
19.03	295.80	2.20	0.74	125.00	0.00	0.35
20.01	266.20	3.10	1.16	125.00	0.00	0.35
21.00	222.00	2.80	1.26	125.00	0.00	0.35
21.98	305.70	3.40	1.11	125.00	0.00	0.35
22.97	330.10	4.20	1.27	125.00	0.00	0.35
23.95	274.70	3.10	1.13	125.00	0.00	0.35
24.94	320.50	3.50	1.09	125.00	0.00	0.35
25.92	441.80	4.40	1.00	125.00	0.00	0.35
26.90	320.10	4.30	1.34	125.00	0.00	0.35
27.89	298.50	3.50	1.17	125.00	0.00	0.35
28.87	245.50	2.90	1.18	125.00	0.00	0.35
29.86	193.20	2.10	1.09	125.00	0.00	0.35
30.84	193.30	2.10	1.09	125.00	0.00	0.35
31.83	175.70	2.00	1.14	125.00	0.00	0.35
32.81	197.80	1.60	0.81	125.00	0.00	0.35
33.79	87.50	1.60	1.83	120.00	0.00	0.20
34.78	137.90	2.60	1.89	120.00	0.00	0.20
35.76	181.60	3.70	2.04	120.00	0.00	0.20
36.75	182.40	3.80	2.08	120.00	0.00	0.20
37.73	180.10	2.90	1.61	125.00	0.00	0.35
38.72	97.10	2.50	2.57	120.00	0.00	0.20
39.70	77.90	2.50	3.21	115.00	0.00	0.07
40.68	164.60	2.10	1.28	125.00	0.00	0.35
41.67	213.90	2.60	1.22	125.00	0.00	0.35
42.65	362.20	2.60	0.72	125.00	0.00	0.35
43.64	373.00	3.60	0.97	125.00	0.00	0.35
44.62	507.20	4.20	0.83	125.00	0.00	0.35

Modify Robertson method generates Fines from qc/fs. Inputted Fines are not relevant.

Output Results:

Settlement of Saturated Sands=0.00 in.
Settlement of Unsaturated Sands=2.09 in.
Total Settlement of Saturated and Unsaturated Sands=2.09 in.
Differential Settlement=1.043 to 1.377 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
14.00	0.92	0.65	5.00	0.00	2.09	2.09
15.00	0.43	0.64	5.00	0.00	1.98	1.98
16.00	0.65	0.64	5.00	0.00	1.87	1.87
17.00	2.57	0.64	5.00	0.00	1.80	1.80
18.00	2.57	0.64	5.00	0.00	1.74	1.74
19.00	2.57	0.64	5.00	0.00	1.67	1.67

20.00	1.90	0.64	5.00	0.00	1.63	1.63
21.00	1.21	0.64	5.00	0.00	1.60	1.60
22.00	2.34	0.63	5.00	0.00	1.58	1.58
23.00	2.57	0.63	5.00	0.00	1.56	1.56
24.00	1.58	0.63	5.00	0.00	1.54	1.54
25.00	2.57	0.63	5.00	0.00	1.51	1.51
26.00	2.57	0.63	5.00	0.00	1.48	1.48
27.00	2.16	0.63	5.00	0.00	1.46	1.46
28.00	1.50	0.62	5.00	0.00	1.43	1.43
29.00	0.95	0.62	5.00	0.00	1.37	1.37
30.00	0.54	0.62	5.00	0.00	1.27	1.27
31.00	0.58	0.62	5.00	0.00	1.15	1.15
32.00	0.44	0.61	5.00	0.00	1.03	1.03
33.00	0.30	0.61	5.00	0.00	0.90	0.90
34.00	0.23	0.60	5.00	0.00	0.74	0.74
35.00	0.46	0.59	5.00	0.00	0.60	0.60
36.00	0.59	0.59	5.00	0.00	0.51	0.51
37.00	0.68	0.58	5.00	0.00	0.42	0.42
38.00	0.35	0.58	5.00	0.00	0.32	0.32
39.00	2.00	0.57	5.00	0.00	0.20	0.20
40.00	0.28	0.57	5.00	0.00	0.20	0.20
41.00	0.57	0.56	5.00	0.00	0.12	0.12
42.00	0.69	0.56	5.00	0.00	0.07	0.07
43.00	2.35	0.55	5.00	0.00	0.04	0.04
44.00	1.29	0.55	5.00	0.00	0.02	0.02
45.00	2.33	0.54	5.00	0.00	0.00	0.00

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* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

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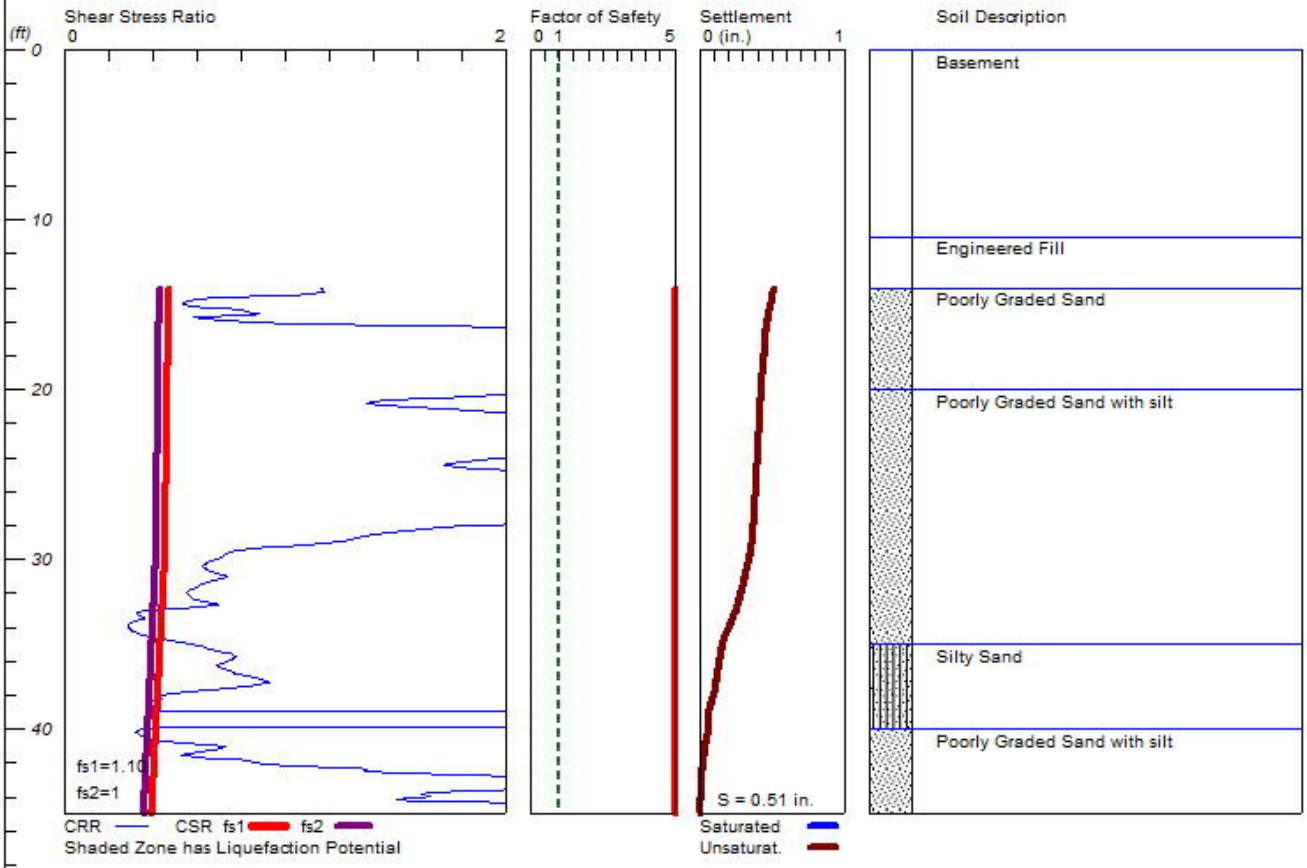
1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils

LIQUEFACTION ANALYSIS

Vineland Self Storage

Hole No.=CPT-2 Water Depth=100 ft

Magnitude=6.3
Acceleration=0.685g



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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: N:\Projects\2019\60195164\Working Files\Calculations-Analyses\CPT-2 run 2.liq
Title: Vineland Self Storage
Subtitle:

Surface Elev.=
Hole No.=CPT-2
Depth of Hole= 45.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration= 0.69 g
Earthquake Magnitude= 6.30

Input Data:
Surface Elev.=
Hole No.=CPT-2
Depth of Hole=45.00 ft
Water Table during Earthquake= 100.00 ft
Water Table during In-Situ Testing= 100.00 ft
Max. Acceleration=0.69 g
Earthquake Magnitude=6.30
No-Liquefiable Soils: Based on Analysis

1. CPT Calculation Method: Modify Robertson*
2. Settlement Analysis Method: Tokimatsu, M-correction
3. Fines Correction for Liquefaction: Modify Stark/Olson
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
9. User request factor of safety (apply to CSR) , User= 1.1
   Plot two CSR (fs1=User, fs2=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth	qc	fs	Rf	gamma	Fines	D50
ft	atm	atm	pcf	%	mm	

14.00	173.40	1.50	0.87	125.00	0.00	0.35
15.09	111.00	1.60	1.44	125.00	0.00	0.35
16.08	166.60	1.50	0.90	125.00	0.00	0.35
17.06	314.40	2.00	0.64	125.00	0.00	0.35
18.05	287.90	2.20	0.76	125.00	0.00	0.35
19.03	295.80	2.20	0.74	125.00	0.00	0.35
20.01	266.20	3.10	1.16	125.00	0.00	0.35
21.00	222.00	2.80	1.26	125.00	0.00	0.35
21.98	305.70	3.40	1.11	125.00	0.00	0.35
22.97	330.10	4.20	1.27	125.00	0.00	0.35
23.95	274.70	3.10	1.13	125.00	0.00	0.35
24.94	320.50	3.50	1.09	125.00	0.00	0.35
25.92	441.80	4.40	1.00	125.00	0.00	0.35
26.90	320.10	4.30	1.34	125.00	0.00	0.35
27.89	298.50	3.50	1.17	125.00	0.00	0.35
28.87	245.50	2.90	1.18	125.00	0.00	0.35
29.86	193.20	2.10	1.09	125.00	0.00	0.35
30.84	193.30	2.10	1.09	125.00	0.00	0.35
31.83	175.70	2.00	1.14	125.00	0.00	0.35
32.81	197.80	1.60	0.81	125.00	0.00	0.35
33.79	87.50	1.60	1.83	120.00	0.00	0.20
34.78	137.90	2.60	1.89	120.00	0.00	0.20
35.76	181.60	3.70	2.04	120.00	0.00	0.20
36.75	182.40	3.80	2.08	120.00	0.00	0.20
37.73	180.10	2.90	1.61	125.00	0.00	0.35
38.72	97.10	2.50	2.57	120.00	0.00	0.20
39.70	77.90	2.50	3.21	115.00	0.00	0.07
40.68	164.60	2.10	1.28	125.00	0.00	0.35
41.67	213.90	2.60	1.22	125.00	0.00	0.35
42.65	362.20	2.60	0.72	125.00	0.00	0.35
43.64	373.00	3.60	0.97	125.00	0.00	0.35
44.62	507.20	4.20	0.83	125.00	0.00	0.35

Modify Robertson method generates Fines from qc/fs. Inputted Fines are not relevant.

Output Results:

Settlement of Saturated Sands=0.00 in.
Settlement of Unsaturated Sands=0.51 in.
Total Settlement of Saturated and Unsaturated Sands=0.51 in.
Differential Settlement=0.255 to 0.337 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
14.00	1.17	0.47	5.00	0.00	0.51	0.51
15.00	0.55	0.47	5.00	0.00	0.49	0.49
16.00	0.82	0.47	5.00	0.00	0.47	0.47
17.00	3.25	0.47	5.00	0.00	0.46	0.46
18.00	3.25	0.47	5.00	0.00	0.45	0.45
19.00	3.25	0.47	5.00	0.00	0.44	0.44

20.00	2.40	0.47	5.00	0.00	0.43	0.43
21.00	1.53	0.47	5.00	0.00	0.42	0.42
22.00	2.96	0.46	5.00	0.00	0.41	0.41
23.00	3.25	0.46	5.00	0.00	0.41	0.41
24.00	2.00	0.46	5.00	0.00	0.40	0.40
25.00	3.25	0.46	5.00	0.00	0.39	0.39
26.00	3.25	0.46	5.00	0.00	0.39	0.39
27.00	2.72	0.46	5.00	0.00	0.38	0.38
28.00	1.89	0.46	5.00	0.00	0.37	0.37
29.00	1.20	0.46	5.00	0.00	0.36	0.36
30.00	0.68	0.46	5.00	0.00	0.34	0.34
31.00	0.74	0.45	5.00	0.00	0.31	0.31
32.00	0.55	0.45	5.00	0.00	0.28	0.28
33.00	0.38	0.44	5.00	0.00	0.25	0.25
34.00	0.29	0.44	5.00	0.00	0.20	0.20
35.00	0.58	0.44	5.00	0.00	0.16	0.16
36.00	0.74	0.43	5.00	0.00	0.14	0.14
37.00	0.86	0.43	5.00	0.00	0.12	0.12
38.00	0.44	0.42	5.00	0.00	0.09	0.09
39.00	2.00	0.42	5.00	0.00	0.06	0.06
40.00	0.35	0.42	5.00	0.00	0.06	0.06
41.00	0.72	0.41	5.00	0.00	0.04	0.04
42.00	0.87	0.41	5.00	0.00	0.02	0.02
43.00	2.97	0.40	5.00	0.00	0.01	0.01
44.00	1.63	0.40	5.00	0.00	0.01	0.01
45.00	2.94	0.40	5.00	0.00	0.00	0.00

---

* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils

GENERAL NOTES

Terracon GeoReport

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

SAMPLING

Auger

Shelby Tube

Split Spoon

Rock Core

Macro Core

Modified California Ring Sampler

Grab Sample

No Recovery

Modified Dames & Moore Ring Sampler

WATER LEVEL

Water Initially Encountered

Water Level After a Specified Period of Time

Water Level After a Specified Period of Time

Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.

FIELD TESTS

(HP)	Hand Penetrometer
(T)	Torvane
(b/f)	Standard Penetration Test (blows per foot)
N	N value
(PID)	Photo-Ionization Detector
(OVA)	Organic Vapor Analyzer
(WOH)	Weight of Hammer

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification is based on the Unified Soil Classification System. Coarse Grained Soils have more than 50% of their dry weight retained on a #200 sieve; their principal descriptors are: boulders, cobbles, gravel or sand. Fine Grained Soils have less than 50% of their dry weight retained on a #200 sieve; they are principally described as clays if they are plastic, and silts if they are slightly plastic or non-plastic. Major constituents may be added as modifiers and minor constituents may be added according to the relative proportions based on grain size. In addition to gradation, coarse-grained soils are defined on the basis of their in-place relative density and fine-grained soils on the basis of their consistency.

LOCATION AND ELEVATION NOTES

Unless otherwise noted, Latitude and Longitude are approximately determined using a hand-held GPS device. The accuracy of such devices is variable. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance Includes gravels, sands and silts.			CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance			
Descriptive Term (Density)	**Standard Penetration or N-Value Blows/Ft.**	**Ring Sampler Blows/Ft.**	**Descriptive Term (Consistency)**	**Unconfined Compressive Strength, Qu, psf**	**Standard Penetration or N-Value Blows/Ft.**	**Ring Sampler Blows/Ft.**
Very Loose	0 - 3	0 - 6	Very Soft	less than 500	0 - 1	< 3
Loose	4 - 9	7 - 18	Soft	500 to 1,000	2 - 4	3 - 4
Medium Dense	10 - 29	19 - 58	Medium-Stiff	1,000 to 2,000	4 - 8	5 - 9
Dense	30 - 50	59 - 98	Stiff	2,000 to 4,000	8 - 15	10 - 18
Very Dense	> 50	≥ 99	Very Stiff	4,000 to 8,000	15 - 30	19 - 42
			Hard	> 8,000	> 30	> 42

RELATIVE PROPORTIONS OF SAND AND GRAVEL

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 15
With	15 - 29
Modifier	> 30

GRAIN SIZE TERMINOLOGY

Major Component of Sample	Particle Size
Boulders	Over 12 in. (300 mm)
Cobbles	12 in. to 3 in. (300mm to 75mm)
Gravel	3 in. to #4 sieve (75mm to 4.75 mm)
Sand	#4 to #200 sieve (4.75mm to 0.075mm
Silt or Clay	Passing #200 sieve (0.075mm)

RELATIVE PROPORTIONS OF FINES

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 5
With	5 - 12
Modifier	> 12

PLASTICITY DESCRIPTION

Term	Plasticity Index
Non-plastic	0
Low	1 - 10
Medium	11 - 30
High	> 30

UNIFIED SOIL CLASSIFICATION SYSTEM

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]					Soil Classification	
					Group Symbol	Group Name [B]
Coarse-Grained Soils: More than 50% retained on No. 200 sieve	**Gravels:** More than 50% of coarse fraction retained on No. 4 sieve	**Clean Gravels:** Less than 5% fines [C]	$Cu \geq 4$ and $1 \leq Cc \leq 3$ [E]		GW	Well-graded gravel [F]
			$Cu < 4$ and/or [$Cc<1$ or $Cc>3.0$] [E]		GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH		GM	Silty gravel [F, G, H]
			Fines classify as CL or CH		GC	Clayey gravel [F, G, H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	**Clean Sands:** Less than 5% fines [D]	$Cu \geq 6$ and $1 \leq Cc \leq 3$ [E]		SW	Well-graded sand [I]
			$Cu < 6$ and/or [$Cc<1$ or $Cc>3.0$] [E]		SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH		SM	Silty sand [G, H, I]
			Fines classify as CL or CH		SC	Clayey sand [G, H, I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	**Silts and Clays:** Liquid limit less than 50	**Inorganic:**	PI > 7 and plots on or above "A"		CL	Lean clay [K, L, M]
			PI < 4 or plots below "A" line [J]		ML	Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OL	Organic clay [K, L, M, N]
			Liquid limit - not dried			Organic silt [K, L, M, O]
	Silts and Clays: Liquid limit 50 or more	**Inorganic:**	PI plots on or above "A" line		CH	Fat clay [K, L, M]
			PI plots below "A" line		MH	Elastic Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OH	Organic clay [K, L, M, P]
			Liquid limit - not dried			Organic silt [K, L, M, Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor				PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve.

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

[E] $Cu = D_{60}/D_{10}$ $\quad Cc = \dfrac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

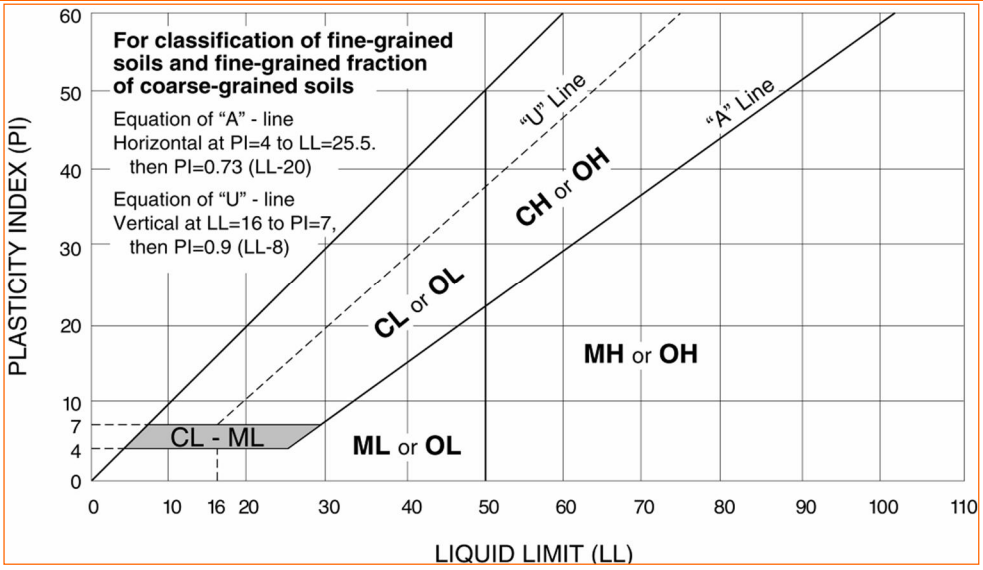
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.



APPENDIX F

Phase I and Phase II
Environmental Site Assessments

November 14, 2019

Mr. Kelly McKone
Executive Vice President of Real Estate
1784 Capital Holdings, LLC
8777 North Gainey Center Drive, Suite 191
Scottsdale, Arizona 85258

Re: Phase II Subsurface Investigation Letter Report
Cartier Property, 5444, 5452, and 5458 Vineland Avenue and 5437, 5441, 5447 and 5449 Cleon Avenue, North Hollywood, California

Dear Mr. McKone:

Roux Associates, Inc. (Roux) has prepared this Letter Report for 1784 Capital Holdings, LLC (Client) to summarize the findings of the *Phase II Subsurface Investigation (Phase II)* conducted at the Cartier Property, located at 5444, 5452, and 5458 Vineland Avenue and 5437, 5441, 5447 and 5449 Cleon Avenue in North Hollywood, California (the Site; Figures 1 and 2). The approximately 1.5-acre property consists of seven contiguous parcels and is developed with a single-story building constructed in 1958. Roux reviewed the following documents provided by Client: Phase I Environmental Site Assessment, prepared by Environmental Applications, Inc., dated November 21, 2007; Phase I Environmental Site Assessment, prepared by DCI Environmental Services (DCI), dated August 15, 2018; and Phase II Subsurface Investigation, prepared by Fulcrum Resources Environmental (Fulcrum), dated September 12, 2018.

According to the historical documents reviewed by Roux, the Site was formerly occupied by a gasoline service station, an automobile repair shop, and a wrecking yard. Previous investigations indicated that tetrachloroethene (PCE) was present in the southern portion of the Site above conservative regulatory thresholds. The Site is also located within an established Methane Buffer Zone, as designated by the Los Angeles Department of Building and Safety (LADBS).

The proposed scope of work, as detailed in Roux's Proposal dated July 16, 2019, included public records and historical document research, which was used to enhance our knowledge of the history of the Site and to make informed judgments as to additional subsurface investigations that were considered necessary for the Site. The soil and soil vapor sampling that was implemented as part of the subsurface investigation was intended to assess the environmental conditions at the Site in order for Client to make an informed decision for potential purchase and redevelopment of the Site.

BACKGROUND

The 1.5-acre Site consists of seven contiguous parcels with Los Angeles County Assessor Parcel Numbers (APNs) 2416-001-014, 015, 016, 041, 042, and 043, and 2416-002-001. Current Site improvements include a single-story building constructed in 1958 and asphalt and cement paved parking/storage areas. A studio equipment rental business (Zio Rental Studios) currently occupies the majority of the Site and Archer Towing occupies a small area in the northwest corner of the Site for vehicle impound (Fulcrum, 2018).

According to prior investigations, the Site was undeveloped until 1924 when it was developed for residential purposes and later converted to commercial use. In 1954, a permit for a gasoline station

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www.rouxinc.com

building was issued, with USTs and a dispenser reportedly already existing on-Site. The Site became a wrecking yard in 1955 and an automobile repair building was constructed on-Site in 1959. The dispenser island and the pump and vent lines were relocated in 1964 (Fulcrum, 2018).

In 1995, three on-Site 1,000-gallon fuel underground storage tanks (USTs) and dispensers were reportedly removed, and soil samples were collected. Total petroleum hydrocarbons as gasoline (TPH-g), benzene, toluene, ethylbenzene, and total xylenes (BTEX) were not reported above laboratory detection limits. A City of Los Angeles Fire Department (LAFD) worksheet concluded that the soil results were below action levels, and no further action was necessary, although a letter confirming no further action was not reviewed by prior consultants (Fulcrum, 2018).

Based on the findings of the August 2018 Phase I (DCI, 2018), a Phase II Subsurface Investigation was performed by Fulcrum in September 2018 (Fulcrum, 2018). The scope of the Fulcrum investigation included a geophysical survey, a soil vapor survey, and soil sampling at the former UST and dispenser locations. A total of 11 soil borings (B1 through B11; depicted on Figure 4) were advanced at the Site for the collection of soil samples. The borings were then converted to soil vapor probes (SVP-1 through SVP-11) for the collection of soil vapor samples.

The Fulcrum investigation stated the following conclusions:

- The geophysical survey did not find any evidence of USTs or associated piping at the site.
- PCE was detected above the reported residential Environmental Screening Level (ESL) in one soil vapor sample submitted for analysis (SVP-10).
- Based on an analysis of vapor intrusion risk using the Department of Toxic Substances Control's (DTSC's) Human and Ecological Risk Division (HERD) modified Johnson and Ettinger model, the detected concentration of PCE does not indicate a human health risk from potential vapor intrusion.

Fulcrum did not make any recommendations for further investigation.

SCOPE OF INVESTIGATION

Prior to the commencement of field work, Roux conducted agency and historical research. Public records requests were submitted to the appropriate state, county, and city agencies and a review of documents received was conducted to verify the findings of the prior Phase I investigations and to inform the Phase II investigation scope of work.

This Phase II investigation scope of work was developed to address the following environmental concerns identified in the review of the documents provided to Roux by Client and which were considered not fully addressed by the 2018 Phase II conducted by Fulcrum:

- **Historic Wrecking Yard and Auto Repair Use.** The Site has history of wrecking yard operations and auto service repairs based on Sanborn maps provided in previous reports. Shallow soil samples for analysis of petroleum hydrocarbons and metals had not been collected at the Site.
- **PCE Impacted Soil Vapor.** Based on Fulcrum's Phase II subsurface investigation, PCE was reported at soil vapor probe SVP-10 by the office area in the southern portion of the Site. Further investigation in this area was warranted to characterize the nature and extent of PCE.
- **Former USTs.** Three 1,000-gallon fuel USTs and dispensers were removed in September 1995, according to LAFD records reviewed in previous reports. No soil vapor samples were collected

from the area of the former underground storage tanks (USTs) in previous subsurface investigations and no closure letter was found.

The locations of soil and soil vapor borings are depicted on Figure 2.

DOCUMENT REQUEST AND HISTORICAL RESEARCH

Prior to implementation of Phase II activities, Roux contacted the following state, county, and city agencies prior to the commencement of field work for the Phase II:

- Federal;
    - United States Environmental Protection Agency (EPA),
    - National Pipeline Mapping System (NPMS),
- State;
    - State Water Resources Control Board (SWRCB): GeoTracker,
    - SWRCB: Storm Water Multiple Application and Report Tracking System (SMARTS),
    - Department of Toxic Substances Control (DTSC),
    - DTSC: EnviroStor,
    - DTSC: Hazardous Waste Tracking System (HWTS),
    - California Air Resources Board (CARB),
    - California Office of Environmental Health Hazard Assessment (OEHHA),
    - CalEPA: CalRecycle,
    - CalRecycle: Solid Waste Information System (SWIS),
    - State of California Department of Conservation: Division of Oil, Gas and Geothermal Resources (DOGGR),
- County/Regional;
    - Los Angeles Regional Water Quality Control Board (LA-RWQCB),
    - South Coast Air Quality Management District (SC-AQMD),
    - Los Angeles County Fire Department (LACoFD): Health Hazardous Materials Division (HHMD),
    - Los Angeles County Department of Public Works (LACDPW),
    - LACDPW: Building & Safety Department,
    - LACDPW: Geotechnical and Materials Engineering Division (GMED),
    - County of Los Angeles Sanitation District (LACSD), and
- City/Local;
    - City of Los Angeles: City Clerk,

- City of Los Angeles: Department of Building and Safety, and
- City of Los Angeles: Fire Department.

After review of historical documents received from various agencies (Attachment C), the historical research corroborated information provided in previous reports and no significant changes were made to the Phase II scope of work detailed in Roux's July 16, 2019 Proposal.

METHODS OF SUBSURFACE INVESTIGATION

Pre-Field Activities

All fieldwork associated with the investigation was performed in accordance with the Site-specific Health and Safety Plan (HASP). The HASP identified the potential physical and chemical hazards at the Site that could present a threat to workers and other Site users in the course of the authorized scope of work. Field workers acknowledged their familiarity with all safety procedures and indicated their intent to follow the HASP by signing the HASP after the tailgate safety meeting, which took place at the beginning of each field day. The field work was completed without health and safety incidents of any kind.

Roux pre-marked the proposed boring location with white paint and notified Underground Service Alert of Southern California at least 48 hours in advance of intrusive subsurface work to identify potentially buried utility lines (e. g. natural gas, electric, water, sewer, telephone, fiber optic etc.) situated within the boundaries of the Site. Roux contracted with Pacific Coast Locators, Inc. (PCL) of La Crescenta, California to screen the proposed boring locations for buried utility lines or other subsurface features. On August 7, 2019, PCL cleared the proposed locations prior to intrusive work.

Boring Advancement

On August 7, 2019, under the direction of Roux, Strongarm Environmental Field Services, Inc. (Strongarm) advanced 18 borings at the locations indicated on Figure 2. Fourteen (14) of the borings (SB-1 through SB-14) were advanced to a terminal depth of 2 feet below ground surface (bgs) using a mechanical hand auger. Four of the borings (SV-1 through SV-4) were advanced via hand auger to a depth of 5 feet below ground surface (bgs) and a truck-mounted direct-push drill rig was then used to advance the borings to a total depth of 15 feet bgs.

Soil Sampling

Soil samples were collected from borings SB-1 through SB-13 at depths of 0.5 and 1.5 feet bgs. Only one soil sample was collected from boring SB-14 at a depth of 0.5 feet bgs due to the presence of a second asphalt slab at 1-foot bgs. The 0.5-foot samples were analyzed for Title 22 Metals by United States Environmental Protection Agency (USEPA) Method 6010B/7471A and for TPH carbon chain (TPH-cc) by USEPA Method 8015B (M). The 1.5-foot samples were placed on hold pending results of the 0.5-foot samples. Following review of initial analytical results, the 1.5-foot samples from borings SB-1, SB-2, SB-5, SB-6, SB-7, SB-9, SB-11, SB-12, SB-13, and SB-14 were selected for analysis of total lead by USEPA Method 6010B. Soil samples were also collected from borings SV-1 through SV-4 at depths of 5 and 15 feet bgs with EPA Method 5035 Terracore samplers and were analyzed for volatile organic compounds (VOCs) by USEPA Method 8260B.

All of the soil samples were sealed, labeled, and immediate placed on ice for transportation Analytical of Orange, California (Enthalpy) under proper chain of custody protocols. Soil sample analytical results are summarized in Tables 1 and 2.

Soil Vapor Probe Installation and Sampling

Dual-nested soil vapor probes were installed in borings SV-1 through SV-4 at depths of 5 and 15 feet bgs. The soil vapor probes consisted of an expendable vapor tip and screen affixed to either Teflon® or Nylaflo® tubing. The probes were constructed by first placing a minimum of 2-inches of coarse sand

into the bottom of the borehole. The tip and tubing were then lowered into the borehole through a tremie pipe for support. Additional sand was then placed in the borehole via tremie to create an approximately 1-foot sand pack interval around the vapor tip. Approximately 6-inches of dry granular bentonite was placed on top of the sand pack followed by hydrated bentonite grout to the bottom depth of the upper-sand pack hosting the shallow soil vapor sampling probe. Once sampled, soil vapor probes were abandoned by pulling the tubing and filling any void space in the probes with hydrated bentonite.

After the installation of the soil vapor probes, a minimum 48-hour and 2-hour equilibrium period was observed prior to sampling for the probes set in the 4-inch diameter hand-augered boring (5-foot probe) and 2.25-inch diameter direct push boring (15-foot probes), respectively, as stipulated by the California Environmental Protection Agency, DTSC, Los Angeles Regional Water Quality Control Board, and San Francisco Regional Water Quality Control Board, and the July 2015 *Advisory, Active Soil Gas Investigations (Soil Gas Advisory)*.

Soil vapor samples were collected on August 9, 2019 by Roux and were transported under chain of custody protocols to Enthalpy for analysis of TPH-g and VOCs using EPA Methods TO-3 and TO-15 SCAN, respectively.

Investigation-Derived Waste

Investigation-Derived Waste (IDW) generated from drilling and decontamination activities was placed in a 55-gallon drum. The bucket was labeled and temporarily stored on-Site pending characterization and profile approval. The IDW bucket will be transported off-Site under proper manifest for disposal in accordance with state and federal regulations.

Field Sampling Quality Control

Field quality assurance/quality control samples were collected during the investigation to assess whether reported concentrations of chemicals identified through analytical testing were of acceptable quality, as follows:

- **Field Duplicates – Soil:** Soil sample field duplicates were collected at a frequency of at least one per day or 10% of total samples collected to check for sampling and analytical precision. Two soil sample field duplicates were collected, labeled, and stored in the same manner as the primary samples. The duplicate samples were analyzed for the same constituents as the primary samples. No significant anomalies were observed between primary and duplicate samples. The duplicate sample results are shown in italics beneath the primary soil sample results in Tables 1 and 2.
- **Field Duplicates – Soil Vapor:** Soil vapor sample field duplicates were collected at a frequency of at least 10 percent. One soil vapor field duplicate was collected simultaneously with the respective primary sample. The duplicate was labeled and stored in the same manner as the primary sample, and they were analyzed for the same constituents as the primary samples. No significant anomalies were observed between primary and duplicate samples. The duplicate sample results are shown in italics beneath the primary soil vapor sample results in Table 3.

RESULTS

Soil Results

A total of 37 soil samples were collected from the soil borings and either submitted for analysis or placed on hold as described above. The complete soil analytical laboratory report is included in Attachment A.

Metals

A total of 14 samples collected at 0.5 feet bgs were initially analyzed for metals. As shown in Table 2, antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc were detected above laboratory reporting limits (RLs) in one or more of the soil samples submitted for analysis. Based on the 0.5-foot results, nine of the 1.5-foot samples placed on hold were submitted for analysis for lead by USEPA Method 6010B (SB-1-1.5, SB-2-1.5, SB-5-1.5, SB-6-1.5, SB-7-1.5, SB-9-1.5, SB-11-1.5, SB-12-1.5, and SB-13-1.5). The only metals that were detected above regulatory criteria were arsenic and lead.

- Arsenic detections above laboratory RLs ranged from 1.66 to 36.8 mg/kg in 13 of the samples. The USEPA Regional Screening Level (RSL) for industrial soil (April 2019) for arsenic is 3 mg/kg and the DTSC Human and Ecological Risk Office (HERO) Note Number 3 commercial/industrial screening level (SL; April 2019) for arsenic is 0.36 mg/kg. However, the Southern California background maximum arsenic concentration established by DTSC is 12.0 mg/kg (Determination of a Southern California Regional Background Arsenic Concentration in Soil, DTSC, 2008). Only one of the samples contained a concentration exceeding the background concentration, SB-1-0.5 at 36.8 mg/kg. All other detections of arsenic were at or below 4.40 mg/kg.

- Lead was detected in all of the samples analyzed, ranging from 1.93 to 1,120 mg/kg. Lead levels in two of the samples exceeded regulatory agency criteria. The USEPA RSL for industrial soil for lead is 800 mg/kg and the DTSC HERO Note Number 3 commercial/industrial SL for lead is 320 mg/kg. Lead exceeding the DTSC HERO Note Number 3 commercial/industrial SL was detected in SB-7-0.5 at 631 mg/kg. Lead exceeding both the DTSC HERO Note Number 3 commercial/industrial SL and the USEPA RSL for industrial soil was detected in SB-13-0.5 at 1,120 mg/kg.

- No other metal detections exceeded applicable regulatory agency criteria.

TPH

A total of 15 soil samples were analyzed for TPH as part of this investigation. Seven soil samples contained detectable concentrations of TPH above laboratory reporting limits. Samples SB-4-0.5 and SB-13-0.5 contained 12 and 25 mg/kg of TPH in the diesel range (C13-C22). Samples SB-4-0.5, SB-7-0.5, DUP-2, SB-9-0.5, SB-12-0.5, SB-13-0.5, and SB-14-0.5 contained TPH in the motor oil range (C23-C44) ranging from 14 to 340 mg/kg. All of the concentrations of TPH detected in the samples were below San Francisco Regional Water Quality Control Board (SFRWQCB) Tier 1 Environmental Screening Levels (ESLs). TPH was not detected above the laboratory RL in the remaining soil samples analyzed. A summary of TPH results is provided in Table 2.

VOCs

A total of nine soil samples were analyzed for VOCs as part of this investigation. Levels of t-butyl alcohol (TBA) were detected samples SV-1-5, DUP-1, SV-2-5, SV-2-15, and SV-4-15 ranging from 13 to 16 milligrams per kilogram (mg/kg). No screening level for TBA is currently established. No other VOCs were detected above the respective laboratory reporting limit (RL) in the soil samples. A more detailed summary of VOC results is provided in Table 2.

Soil Vapor Results

A total of nine soil vapor samples (eight primary and one duplicate) were collected from the temporary soil vapor probe installed at depths of 5 and 15 feet bgs and were analyzed for TPH and VOCs. The complete soil analytical laboratory report is included in Attachment A.

TPH-g

As shown in Table 3, TPH-g was not detected above the laboratory RL in any of the soil vapor samples submitted for analysis.

VOCs

As shown in Table 3, acetone, chloroform, cyclohexane, ethylbenzene, 4-ethyltoluene, heptane, hexane, methylene chloride, PCE, toluene, 1,2,4-trimethylbenzene, o-xylene, and p/m-xylene were detected above laboratory reporting limits (RLs) in one or more of the soil vapor samples submitted for analysis. The only VOC that was detected above regulatory agency criteria was PCE. PCE was detected in all of the samples submitted for analysis ranging from 340 to 1,100 micrograms per cubic meter (µg/m^3). All of the detections exceeded the DTSC HERO Note Number 3 commercial/industrial ambient air SL of 67 µg/m^3 when an attenuation factor of 0.03 was applied. Reported PCE concentrations were below the USEPA industrial air RSL of 1,567 µg/m^3 when an attenuation factor of 0.03 was applied.

CONCLUSION

Based on the results of this Phase II, Roux has come to the following conclusions:

1. Shallow lead impacts that likely originated from former wrecking yard and auto repair operations should be further investigated and remediated prior to Site development;

2. PCE impacts to shallow soil vapor will need to be mitigated with installation of a vapor intrusion mitigation system beneath the foundation of the future building;

3. Prior to Site development, Client should engage a regulatory agency for completion of the work necessary to address Conclusion Nos. 1 and 2 above.

LIMITATIONS

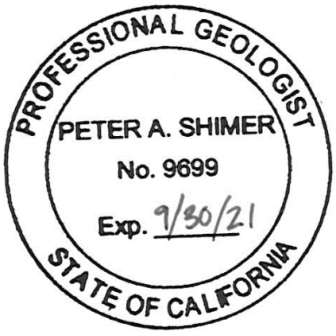
The *Phase II* is limited in scope to identify (not fully delineate) potential impacts in the subsurface. No investigation is thorough enough to describe all conditions of interest at a given site. If conditions are not identified during the *Phase II*, such a finding should not be construed as a guarantee of the absence of such conditions at the Site, but rather as the result of the services performed within the scope, limitations, and cost of the work performed. We will not be able to report on, or accurately predict events that may change the Site conditions after the described services are performed. This Letter Report summarizes the results of recently completed soil and soil vapor sampling conducted at the Site.

CLOSING

If you have any questions regarding the contents of this letter report, please do not hesitate to contact Mauricio Escobar by telephone at 310-879-4920 or by email at mescobar@rouxinc.com, or Peter Shimer by telephone at 310-879-4929 or by email at pshimer@rouxinc.com,

Sincerely,

ROUX ASSOCIATES, INC.



Peter Shimer, P. G.
Project Geologist

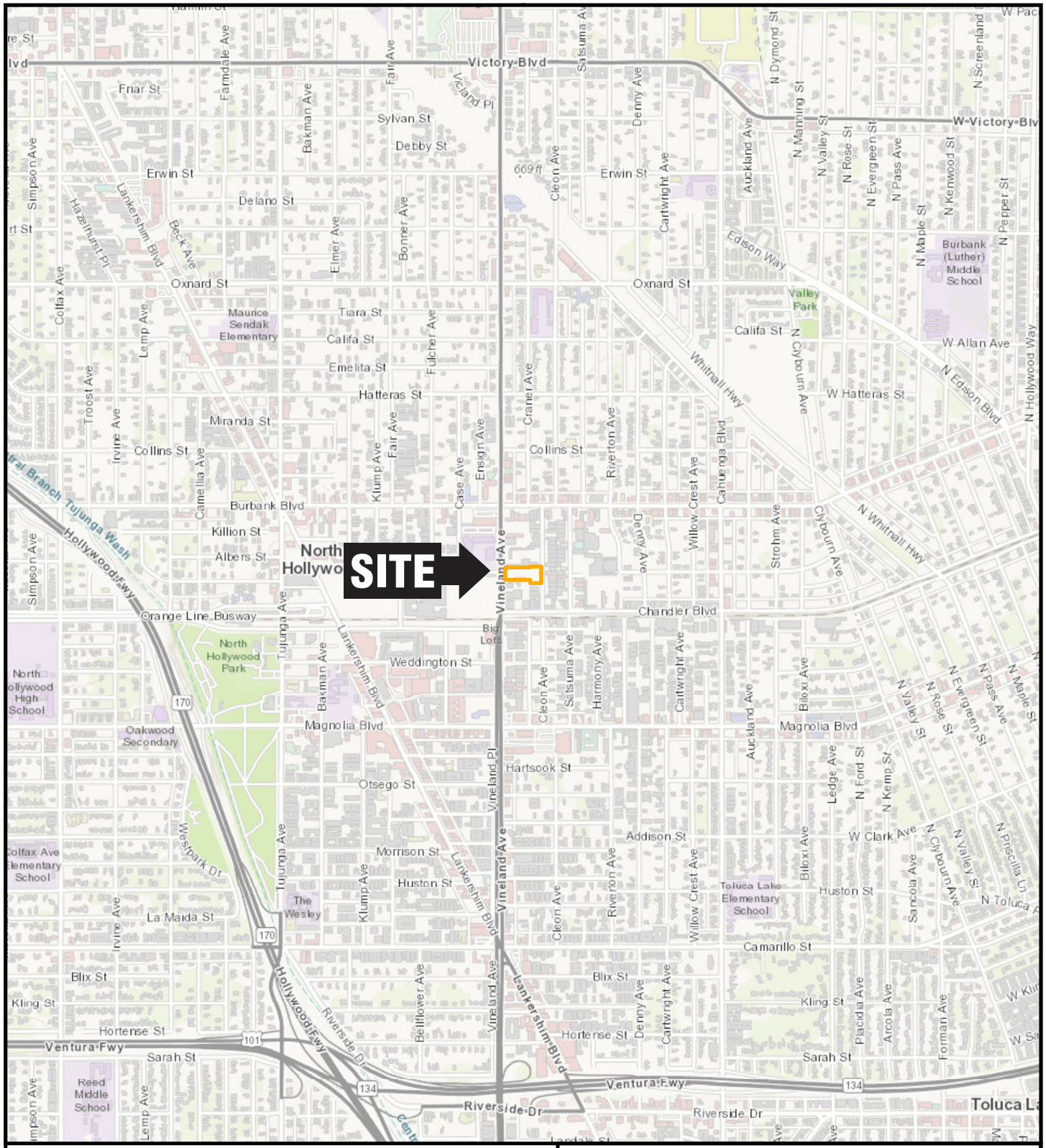
Mauricio H. Escobar, P. G.
Principal Geologist

ENCLOSURES:

Figure 1	Site Location Map
Figure 2	Soil and Soil Vapor Boring Locations
Figure 3	Soil Lead Concentrations
Figure 4	Soil Vapor PCE Concentrations
Table 1	Title 22 Metals in Soil
Table 2	Total Petroleum Hydrocarbons and VOCs in Soil
Table 3	Soil Vapor Analytical Results – TPH-g and Volatile Organic Compounds
Attachment A	Soil Laboratory Analytical Report
Attachment B	Soil Vapor Laboratory Analytical Report
Attachment C	Historical Document Research

FIGURES

1. Site Location Map
2. Soil and Soil Vapor Boring Locations
3. Soil Lead Concentrations
4. Soil Vapor PCE Concentrations



QUADRANGLE LOCATION

N

2,000 0 2,000'

Title:

SITE LOCATION MAP

5444 VINELAND AVENUE
NORTH HOLLY WOOD, CALIFORNIA

Prepared for:

MUSICK PEELER GARRETT

ROUX

Compiled by: H.H.	Date: 11/13/19	FIGURE
Prepared by: H.H.	Scale: 1: 24,000	1
Project Mgr: P.S.	Project: 3085.0004L000	
File: 3085.0004L Figure 1 Site Location Map.mxd		

S:\CLIENTS\3085.0004L 1784CAPITALHOLDINGSLLC NORTHHOLLYWOOD MHE\10CAD\3085.0004L FIGURE 1 SITE LOCATION MAP.MXD

LEGEND

SAMPLE LOCATIONS

- SHALLOW SOIL SAMPLE LOCATION
- DUAL NESTED SOIL VAPOR LOCATION
- FORMER UST AREA
- SITE LOCATION

65 0 65 Feet

Title:

SOIL AND SOIL VAPOR BORING LOCATIONS

5444 VINELAND AVE, NORTH HOLLYWOOD, CA

Prepared For:

1784 CAPITAL HOLDINGS, LLC

ROUX

Compiled by: H.H.	Date: 13NOV19	FIGURE 2
Prepared by: H.H.	Scale: 1:780	
Project Mgr: P.S.	Project: 3085.0004L	
File: 3085.0004L Figure 2 Site Plan.mxd		

S:\Clients\3085.0004L 1784CapitalHoldingsLLC NorthHollywood MHE\10CAD\3085.0004L Figure 2 Site Plan.mxd

LEGEND

SAMPLE LOCATIONS

- ⊕ SHALLOW SOIL SAMPLE LOCATION
- 68 LEAD CONCENTRATION (mg/kg) AT SURFACE
- 10.4 LEAD CONCENTRATION (mg/kg) AT 1.5 FEET BGS
- FORMER UST AREA
- SITE LOCATION

65 0 65 Feet

Title:

SOIL LEAD CONCENTRATIONS

5444 VINELAND AVE, NORTH HOLLYWOOD, CA

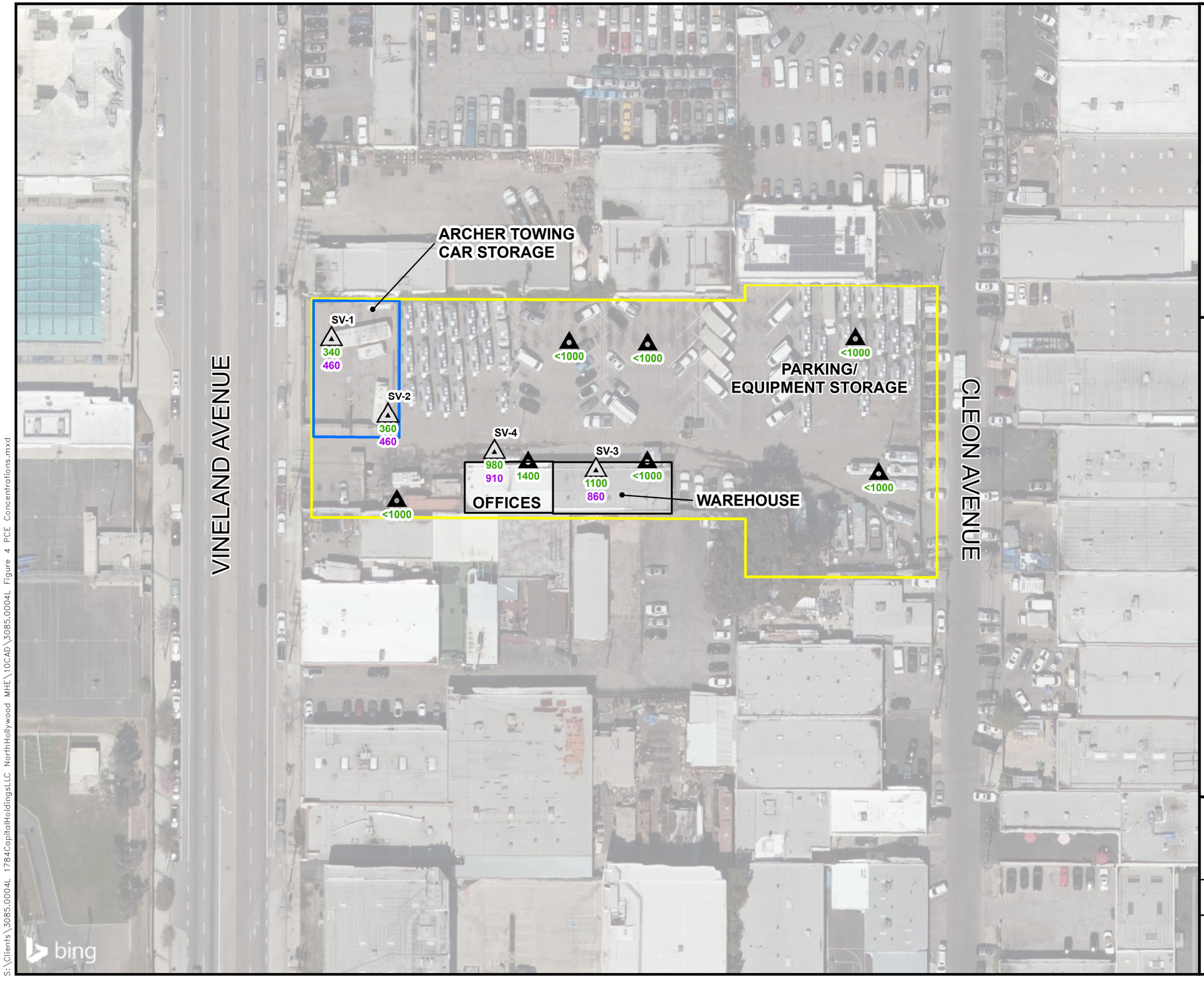
Prepared For:

1784 CAPITAL HOLDINGS, LLC

ROUX

Compiled by: H.H.	Date: 13NOV19	FIGURE 3
Prepared by: H.H.	Scale: 1:780	
Project Mgr: P.S.	Project: 3085.0004L	
File: 3085.0004L Figure 3 Lead		

S:\Clients\3085.0004L 1784CapitalHoldingsLLC NorthHollywood MHE\10CAD\3085.0004L Figure 3 Lead Concentrations.mxd



LEGEND

SAMPLE LOCATIONS

- DUAL NESTED SOIL VAPOR LOCATION
- 2018 FULCRUM PHASE II SOIL VAPOR LOCATION
- 340 PCE CONCENTRATION µg/m³ at 5 ft bgs
- 460 PCE CONCENTRATION µg/m³ at 15 ft bgs
- FORMER UST AREA
- SITE LOCATION

65 0 65 Feet

Title:

SOIL VAPOR PCE CONCENTRATIONS

5444 VINELAND AVE, NORTH HOLLYWOOD, CA

Prepared For:

1784 CAPITAL HOLDINGS, LLC

ROUX

Compiled by: H.H.	Date: 13NOV19	FIGURE 4
Prepared by: H.H.	Scale: 1:780	
Project Mgr: P.S.	Project: 3085.0004L	
File: 3085.0004L Figure 4 PCE		

S:\Clients\3085.0004L 1784CapitalHoldingsLLC NorthHollywood MHE\10CAD\3085.0004L Figure 4 PCE Concentrations.mxd

TABLES

1. Title 22 Metals in Soil Metals in Soil Analytical Data
2. Total Petroleum Hydrocarbons and VOCs in Soil
3. Soil Vapor Analytical Results – TPH-g and Volatile Organic Compounds

Table 1. Title 22 Metals in Soil
5444 Vineland Ave., North Hollywood, CA

Sample ID	Sample Date	Antimony	Arsenic[a]	Barium	Beryllium	Cadmium	Chromium	Cobalt	Copper	Lead	Molybdenum	Nickel	Selenium	Silver	Thallium	Vanadium	Zinc	Mercury
	Analytical Method	USEPA Method 6010B																USEPA Method 7471A
	Units	mg/kg																
USEPA Industrial Soil RSLs		470	3	220,000	6,900	9,300	NS	1,900	47,000	800	5,800	64,000	5,800	5,800	12	5,800	350,000	46
HERO Note 3 Commercial/Industrial SLs		NS	0.36	NS	6,900	4,000	NS	NS	NS	320	NS	11,000	NS	NS	NS	NS	NS	4.4
SB-1-0.5	8/7/2019	< 0.37	**36.8**	106	< 0.17	0.71	12.1	7.81	12.6	68.0	< 0.13	8.54	< 0.72	< 0.13	< 0.42	27.6	95.4	< 0.039
SB-1-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	10.4	NA	NA	NA	NA	NA	NA	NA	NA
SB-2-0.5	8/7/2019	< 0.37	3.73	85.8	< 0.17	< 0.21	12.1	8.07	10.7	130	< 0.13	7.96	< 0.72	< 0.13	< 0.42	31.0	57.6	< 0.039
SB-2-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	3.4	NA	NA	NA	NA	NA	NA	NA	NA
SB-3-0.5	8/7/2019	< 0.37	11.6	73.4	< 0.17	0.64	7.68	6.74	10.8	18.3	< 0.13	6.84	< 0.72	< 0.13	< 0.42	23.0	96.5	< 0.039
SB-4-0.5	8/7/2019	< 0.37	< 0.36	78.2	< 0.17	0.74	27.7	11.4	18.2	12.1	< 0.13	21.3	< 0.72	< 0.13	< 0.42	49.6	62.8	< 0.039
SB-5-0.5	8/7/2019	< 0.37	2.09	61.8	< 0.17	< 0.21	7.46	5.76	7.92	29.1	< 0.13	5.49	< 0.72	< 0.13	< 0.42	21.9	57.6	< 0.039
SB-5-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	28.4	NA	NA	NA	NA	NA	NA	NA	NA
SB-6-0.5	8/7/2019	< 0.37	1.59	80.9	< 0.17	< 0.21	10.0	7.31	9.92	10.1	< 0.13	6.67	< 0.72	< 0.13	< 0.42	28.1	65.0	< 0.039
SB-6-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	1.93	NA	NA	NA	NA	NA	NA	NA	NA
SB-7-0.5	8/7/2019	< 0.37	1.11	97.3	< 0.17	1.32	13.4	8.67	22.0	**631**	< 0.13	11.4	< 0.72	< 0.13	< 0.42	26.8	408	< 0.039
DUP-2	8/7/2019	*< 0.37*	*< 0.36*	*137*	*< 0.17*	*2.02*	*19.8*	*11.2*	*25.8*	*248*	*< 0.13*	*16.5*	*< 0.72*	*< 0.13*	*< 0.42*	*35.9*	*396*	*< 0.039*
SB-7-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	254	NA	NA	NA	NA	NA	NA	NA	NA
SB-8-0.5	8/7/2019	4.47	3.20	92.7	< 0.17	0.54	10.4	9.50	11.0	5.07	< 0.13	8.86	< 0.72	< 0.13	< 0.42	29.9	55.7	< 0.039
SB-9-0.5	8/7/2019	< 0.37	2.36	89.6	< 0.17	1.17	11.8	8.65	18.4	69.6	< 0.13	11.0	< 0.72	< 0.13	< 0.42	26.8	141	< 0.039
SB-9-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	10.4	NA	NA	NA	NA	NA	NA	NA	NA
SB-10-0.5	8/7/2019	< 0.37	2.11	61.1	< 0.17	< 0.21	9.09	6.70	9.08	3.62	< 0.13	5.62	< 0.72	< 0.13	< 0.42	27.9	29.3	< 0.039
SB-11-0.5	8/7/2019	< 0.37	2.43	87.7	< 0.17	< 0.21	9.60	7.32	10.6	19.5	< 0.13	6.67	< 0.72	< 0.13	< 0.42	26.7	57.7	< 0.039
SB-11-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	6.15	NA	NA	NA	NA	NA	NA	NA	NA
SB-12-0.5	8/7/2019	< 0.37	4.40	154	< 0.17	3.23	25.4	10.0	27.0	308	4.05	30.4	< 0.72	< 0.13	3.11	41.2	259	< 0.039
SB-12-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	108	NA	NA	NA	NA	NA	NA	NA	NA
SB-13-0.5	8/7/2019	< 0.37	3.39	261	< 0.17	15.2	21.9	7.40	318	**1120**	< 0.13	32.4	< 0.72	< 0.13	< 0.42	25.3	417	< 0.039
SB-13-1.5	8/7/2019	NA	NA	NA	NA	NA	NA	NA	NA	24.8	NA	NA	NA	NA	NA	NA	NA	NA
SB-14-0.5	8/7/2019	< 0.37	1.66	60.8	< 0.17	0.84	11.3	6.36	11.5	62.1	< 0.13	15.1	< 0.72	< 0.13	< 0.42	21.4	81.4	0.15

Notes:
USEPA = United States Environmental Protection Agency
mg/kg = milligrams per kilogram
[a]Upper Confidence Limit - background arsenic concentration of 12.0 mg/kg (Determination of a Southern California Regional Background Arsenic Concentration in Soil, DTSC, 2008)
RSL = USEPA Regional Screening Level for industrial soil, updated April, 2019.
HERO Note 3 SL = California Department of Toxic Substances Control (DTSC) Human And Ecological Risk Office (HERO) Note Number 3, dated April 2019.
NS = No SL currently established.
<X = Analyte not detected at or above the laboratory reporting limit.
DUP = duplicate sample per QA/QC protocol. Duplicate samples are located directly below the corresponding primary samples.
NA = not analyzed
Only detected analytes are presented here. For full list of analytes, see laboratory report.

Table 2. Total Petroleum Hydrocarbons and VOCs in Soil
5444 Vineland Ave., North Hollywood, CA

Sample ID	Sample Date	Gasoline Range (C6-C12)	Diesel Range (C13-C22)	Motor Oil Range (C23-C44)	t-Butyl alcohol (TBA)	All Other VOCs
Analytical Method		USEPA 8015M			USEPA 8260B	
Units		mg/kg			µg/m^3	
USEPA Industrial Soil RSLs		NS	NS	NS	NS	varies
HERO Note 3 Commercial/Industrial SLs		NS	NS	NS	NS	varies
SFRWQCB Tier 1 ESLs		100	260	1600	NS	NS
SB-1-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-2-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-3-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-4-0.5	8/7/2019	< 10	12	30	--	--
SB-5-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-6-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-7-0.5	8/7/2019	< 10	< 10	21	--	--
DUP-2	8/7/2019	< 20	< 20	51	--	--
SB-8-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-9-0.5	8/7/2019	< 10	< 10	42	--	--
SB-10-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-11-0.5	8/7/2019	< 10	< 10	< 10	--	--
SB-12-0.5	8/7/2019	< 10	< 10	14	--	--
SB-13-0.5	8/7/2019	< 20	25	340	--	--
SB-14-0.5	8/7/2019	< 10	< 10	21	--	--
SV-1-5	8/7/2019	--	--	--	16	ND
DUP-1	8/7/2019	--	--	--	13	ND
SV-1-15	8/7/2019	--	--	--	< 9.68	ND
SV-2-5	8/7/2019	--	--	--	15	ND
SV-2-15	8/7/2019	--	--	--	13	ND
SV-3-5	8/7/2019	--	--	--	< 8.8	ND
SV-3-15	8/7/2019	--	--	--	< 8.8	ND
SV-4-5	8/7/2019	--	--	--	< 8.8	ND
SV-4-15	8/7/2019	--	--	--	14	ND

Note:

RSL = USEPA Regional Screening Level for industrial soil, updated April, 2019.

HERO Note 3 SL = California Department of Toxic Substances Control (DTSC) Human And Ecological Risk Office (HERO) Note Number 3, dated April 2019.

SFRWQCB = San Francisco Regional Water Quality Control Board

mg/kg = milligrams per kilogram

Tier 1 ESL = Environmental Screening Level for soil, dated January 2019

<X = Analyte not detected at or above the laboratory reporting limit.

DUP = duplicate sample per QA/QC protocol. Duplicate samples are located directly below the corresponding primary samples.

ND = No other analytes were detected at or above the laboratory reporting limits for this analysis

-- = Not analyzed

NS = No SL currently established.

Table 3. Soil Vapor Analytical Results - TPH-g and Volatile Organic Compounds
5444 Vineland Ave.
North Hollywood, California

Location ID	Sample Depth (feet bgs)	Sample Date	TPH-g	Acetone	Chloroform	Cyclohexane	Ethylbenzene	4-Ethyltoluene	Heptane	Hexane	Methylene Chloride	Tetrachloroethene (PCE)	Toluene	1,2,4-Trimethylbenzene	o-Xylene	p/m-Xylene	1,1-Difluoroethane (LCC)
Method			USEPA TO-3	USEPA TO-15													
Units			µg/m³	µg/m³													
USEPA RSL - Industrial Air			NS	4,666,667	18	866,667	163	NS	60,000	103,333	40,000	1,567	733,333	8,667	14,667	14,667	6,000,000
HHRA Note No. 3 - Industrial Air			NS	NS	NS	NS	NS	NS	NS	NS	400	67	43,333	NS	NS	NS	NS
SFRWQCB Tier 1 ESL - Industrial Soil Vapor			83,000	4,500,000	18	NS	160	NS	NS	NS	410	67	44,000	NS	15,000	15,000	NS
SV-1	5	8/9/2019	<30,675	77.7	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	<3.5	**340**	<3.8	<4.9	<4.3	<4.3	<2.7
	15	8/9/2019	<30,675	36.9	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	<3.5	**460**	<3.8	<4.9	<4.3	<4.3	<2.7
SV-2	5	8/9/2019	<30,675	63.6	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	15.8	**360**	<3.8	<4.9	<4.3	<4.3	<2.7
	15	8/9/2019	<30,675	30.1	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	5.8	**430**	<3.8	<4.9	<4.3	<4.3	<2.7
SV-3	5	8/9/2019	<30,675	60.9	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	<3.5	**1100**	<3.8	<4.9	<4.3	4.5	<2.7
	15	8/9/2019	<30,675	<12	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	11.0	**860**	<3.8	<4.9	<4.3	<4.3	<2.7
SV-4	5	8/9/2019	<30,675	42.0	6.5	7.0	7.8	6.9	4.8	13.9	5.4	**980**	9.8	11.1	23.3	50.0	<2.7
	15	8/9/2019	<30,675	84.4	<4.9	<3.4	<4.3	<4.9	<4.1	<3.5	70.3	**910**	13.1	<4.9	10.0	17.2	<2.7
	15	*8/9/2019*	*<30,675*	*<12*	*<4.9*	*<3.4*	*<4.3*	*<4.9*	*<4.1*	*<3.5*	*5.4*	***1000***	*10.8*	*<4.9*	*10.8*	*17.7*	<2.7

Notes:
bgs = below ground surface
LCC = Leak Check Compound
USEPA = United States Environmental Protection Agency
USEPA RSL = USEPA Regional Screening Level (RSL) for industrial air, updated April 2019.
HHRA Note No. 3 = Human Health Risk Assessment (HHRA) Screening Levels (SLs) for commercial/industrial air, published by the California Department Of Toxic Subtances Control (DTSC) Office Of Human And Ecological Risk (HERO) in Note Number 3, updated April 2019.
SFRWQCB Tier 1 ESLs = San Francisco Regional Water Quality Control Board Environmental Screening Levels, updated January, 2019.
Screening levels calculated using an attenuation factor of 0.03 per most recent Department of Toxic Substances Control (DTSC) considerations.
NS = No standard currently established
Only compounds that have been found above laboratory reporting limits (RLs) at least once in soil vapor are posted.
<X = Analyte not detected above laboratory RL of "X"
Italicized = Duplicate sample
Bold = Concentration exceeds one or more screening levels

ATTACHMENTS

A. Soil Laboratory Analytical Report
B. Soil Vapor Laboratory Analytical Report
C. Historical Document Research

ATTACHMENT A

Soil Laboratory Analytical Report

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www.enthalpy.com
info-sc@enthalpy.com

MONTROSE ENVIRONMENTAL

Client: Roux Associates, Inc.
Address: 5150 E. Pacific Coast Hwy.
Suite 450
Long Beach, CA 90804
Attn: Peter Shimer

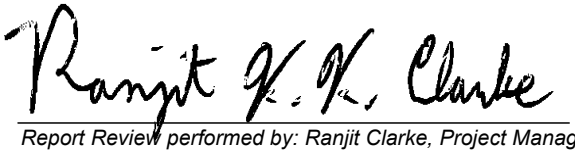
Lab Request: 418095
Report Date: 08/15/2019
Date Received: 08/08/2019
Client ID: 15831

Comments: 1784 North Hollywood / 5444 Vineland
PO# 3085

This laboratory request covers the following listed samples which were analyzed for the parameters indicated on the attached Analytical Result Report. All analyses were conducted using the appropriate methods. Methods accredited by NELAC are indicated on the report. This cover letter is an integral part of the final report.

Sample #	Client Sample ID	Sample #	Client Sample ID
418095-001	SB-1-0.5	418095-025	SB-13-0.5
418095-002	SB-1-1.5	418095-026	SB-13-1.5
418095-003	SB-2-0.5	418095-027	SB-14-0.5
418095-004	SB-2-1.5	418095-028	SV-1-5
418095-005	SB-3-0.5	418095-029	SV-1-15
418095-006	SB-3-1.5	418095-030	SV-2-5
418095-007	SB-4-0.5	418095-031	SV-2-15
418095-008	SB-4-1.5	418095-032	SV-3-5
418095-009	SB-5-0.5	418095-033	SV-3-15
418095-010	SB-5-1.5	418095-034	SV-4-5
418095-011	SB-6-0.5	418095-035	SV-4-15
418095-012	SB-6-1.5	418095-036	DUP-1
418095-013	SB-7-0.5	418095-037	DUP-2
418095-014	SB-7-1.5		
418095-015	SB-8-0.5		
418095-016	SB-8-1.5		
418095-017	SB-9-0.5		
418095-018	SB-9-1.5		
418095-019	SB-10-0.5		
418095-020	SB-10-1.5		
418095-021	SB-11-0.5		
418095-022	SB-11-1.5		
418095-023	SB-12-0.5		
418095-024	SB-12-1.5		

Thank you for the opportunity to be of service to your company. Please feel free to call if there are any questions regarding this report or if we can be of further service.



Report Review performed by: Ranjit Clarke, Project Manager

NOTE: Unless notified in writing, all samples will be discarded by appropriate disposal protocol 45 days from date received.

The reports of the Enthalpy Analytical, Inc. are confidential property of our clients and may not be reproduced or used for publication in part or in full without our written permission. This is for the mutual protection of the public, our clients, and ourselves.

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:25 **Site:**
Sample #: **418095-001** **Client Sample #:** SB-1-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**36.8**	1	1	mg/Kg		08/13/19	KLN	
Barium	**106**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**0.71**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**12.1**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**7.81**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**12.6**	1	1	mg/Kg		08/13/19	KLN	
Lead	**68.0**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**8.54**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**27.6**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**95.4**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*83*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:27 **Site:**
Sample #: **418095-002** **Client Sample #:** SB-1-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 14:07 **Site:**
Sample #: **418095-003** **Client Sample #:** SB-2-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**3.73**	1	1	mg/Kg		08/13/19	KLN	
Barium	**85.8**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**12.1**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**8.07**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**10.7**	1	1	mg/Kg		08/13/19	KLN	
Lead	**130**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**7.96**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**31.0**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**57.6**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*80*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 14:08 **Site:**
Sample #: **418095-004** **Client Sample #:** SB-2-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 09:18 **Site:**
Sample #: **418095-005** **Client Sample #:** SB-3-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**11.6**	1	1	mg/Kg		08/13/19	KLN	
Barium	**73.4**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**0.64**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**7.68**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**6.74**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**10.8**	1	1	mg/Kg		08/13/19	KLN	
Lead	**18.3**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**6.84**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**23.0**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**96.5**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*81*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 09:20 **Site:**
Sample #: **418095-006** **Client Sample #:** SB-3-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:41 **Site:**
Sample #: **418095-007** **Client Sample #:** SB-4-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	ND	1	1	mg/Kg		08/13/19	KLN	
Barium	**78.2**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**0.74**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**27.7**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**11.4**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**18.2**	1	1	mg/Kg		08/13/19	KLN	
Lead	**12.1**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**21.3**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**49.6**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**62.8**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	**12**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**30**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*84*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:43 **Site:**
Sample #: **418095-008** **Client Sample #:** SB-4-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 09:29 **Site:**
Sample #: **418095-009** **Client Sample #:** SB-5-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**2.09**	1	1	mg/Kg		08/13/19	KLN	
Barium	**61.8**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**7.46**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**5.76**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**7.92**	1	1	mg/Kg		08/13/19	KLN	
Lead	**29.1**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**5.49**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**21.9**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**57.6**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*90*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 09:33 **Site:**
Sample #: **418095-010** **Client Sample #:** SB-5-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:36 **Site:**
Sample #: **418095-011** **Client Sample #:** SB-6-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**1.59**	1	1	mg/Kg		08/13/19	KLN	
Barium	**80.9**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**10.0**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**7.31**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**9.92**	1	1	mg/Kg		08/13/19	KLN	
Lead	**10.1**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**6.67**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**28.1**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**65.0**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*80*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:39 **Site:**
Sample #: **418095-012** **Client Sample #:** SB-6-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:56 **Site:**
Sample #: **418095-013** **Client Sample #:** SB-7-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**1.11**	1	1	mg/Kg		08/13/19	KLN	
Barium	**97.3**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**1.32**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**13.4**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**8.67**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**22.0**	1	1	mg/Kg		08/13/19	KLN	
Lead	**631**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**11.4**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**26.8**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**408**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**21**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*88*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:58 **Site:**
Sample #: **418095-014** **Client Sample #:** SB-7-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:47 **Site:**
Sample #: **418095-015** **Client Sample #:** SB-8-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	**4.47**	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**3.20**	1	1	mg/Kg		08/13/19	KLN	
Barium	**92.7**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**0.54**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**10.4**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**9.50**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**11.0**	1	1	mg/Kg		08/13/19	KLN	
Lead	**5.07**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**8.86**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**29.9**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**55.7**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*81*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:48 **Site:**
Sample #: **418095-016** **Client Sample #:** SB-8-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:52 **Site:**
Sample #: **418095-017** **Client Sample #:** SB-9-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**2.36**	1	1	mg/Kg		08/13/19	KLN	
Barium	**89.6**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**1.17**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**11.8**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**8.65**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**18.4**	1	1	mg/Kg		08/13/19	KLN	
Lead	**69.6**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**11.0**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**26.8**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**141**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**42**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*97*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:54 **Site:**
Sample #: **418095-018** **Client Sample #:** SB-9-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:57 **Site:**
Sample #: **418095-019** **Client Sample #:** SB-10-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**2.11**	1	1	mg/Kg		08/13/19	KLN	
Barium	**61.1**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**9.09**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**6.70**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**9.08**	1	1	mg/Kg		08/13/19	KLN	
Lead	**3.62**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**5.62**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**27.9**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**29.3**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205276		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*88*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:00 **Site:**
Sample #: **418095-020** **Client Sample #:** SB-10-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:04 **Site:**
Sample #: **418095-021** **Client Sample #:** SB-11-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205245		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	L
Arsenic	**2.43**	1	1	mg/Kg		08/13/19	KLN	
Barium	**87.7**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**9.60**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**7.32**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**10.6**	1	1	mg/Kg		08/13/19	KLN	
Lead	**19.5**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**6.67**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**26.7**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**57.7**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205277		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*92*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:05 **Site:**
Sample #: **418095-022** **Client Sample #:** SB-11-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:42 **Site:**
Sample #: **418095-023** **Client Sample #:** SB-12-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205246		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	
Arsenic	**4.40**	1	1	mg/Kg		08/13/19	KLN	
Barium	**154**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**3.23**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**25.4**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**10.0**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**27.0**	1	1	mg/Kg		08/13/19	KLN	L
Lead	**308**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	**4.05**	1	1	mg/Kg		08/13/19	KLN	
Nickel	**30.4**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	**3.11**	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**41.2**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**259**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205277		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**14**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*89*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:44 **Site:**
Sample #: **418095-024** **Client Sample #:** SB-12-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:49 **Site:**
Sample #: **418095-025** **Client Sample #:** SB-13-0.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205246		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	
Arsenic	**3.39**	1	1	mg/Kg		08/13/19	KLN	
Barium	**261**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**15.2**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**21.9**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**7.40**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**318**	1	1	mg/Kg		08/13/19	KLN	L
Lead	**1120**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**32.4**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**25.3**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**417**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205277		
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	**25**	2	20	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**340**	2	20	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	2	20	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*102*	*50-150*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:50 **Site:**
Sample #: **418095-026** **Client Sample #:** SB-13-1.5 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: Prep Method:						QCBatchID:		
N/A	**N/A**	1						

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 13:52	**Site:**			
Sample #:	**418095-027**	**Client Sample #:**	SB-14-0.5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID: QC1205246		
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	
Arsenic	**1.66**	1	1	mg/Kg		08/13/19	KLN	
Barium	**60.8**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**0.84**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**11.3**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**6.36**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**11.5**	1	1	mg/Kg		08/13/19	KLN	L
Lead	**62.1**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**15.1**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**21.4**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**81.4**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID: QC1205277		
Mercury	**0.15**	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID: QC1205314		
TPH (C13 to C22)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**21**	1	10	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	1	10	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*99*	*50-150*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 12:05	**Site:**			
Sample #:	**418095-028**	**Client Sample #:**	SV-1-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 12:05	**Site:**			
Sample #:	**418095-028**	**Client Sample #:**	SV-1-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	**16**	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*107*	*70-145*	
4-Bromofluorobenzene (SUR)	*100*	*70-145*	
Dibromofluoromethane (SUR)	*102*	*70-145*	
Toluene-d8 (SUR)	*105*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 12:10	**Site:**			
Sample #:	**418095-029**	**Client Sample #:**	SV-1-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1.1	110	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Acetone	ND	1.1	110	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Benzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 12:10	**Site:**			
Sample #:	**418095-029**	**Client Sample #:**	SV-1-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Styrene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	ND	1.1	11	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Toluene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1.1	5.5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1.1	5.5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*110*	*70-145*	
4-Bromofluorobenzene (SUR)	*92*	*70-145*	
Dibromofluoromethane (SUR)	*101*	*70-145*	
Toluene-d8 (SUR)	*101*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 11:34	**Site:**			
Sample #:	**418095-030**	**Client Sample #:**	SV-2-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 11:34	**Site:**			
Sample #:	**418095-030**	**Client Sample #:**	SV-2-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	**15**	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*109*	*70-145*	
4-Bromofluorobenzene (SUR)	*99*	*70-145*	
Dibromofluoromethane (SUR)	*102*	*70-145*	
Toluene-d8 (SUR)	*103*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 11:40	**Site:**			
Sample #:	**418095-031**	**Client Sample #:**	SV-2-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	0.9	90	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Acetone	ND	0.9	90	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Benzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromoform	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloroform	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 11:40	**Site:**			
Sample #:	**418095-031**	**Client Sample #:**	SV-2-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Styrene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	**13**	0.9	9	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Toluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*113*	*70-145*	
4-Bromofluorobenzene (SUR)	*95*	*70-145*	
Dibromofluoromethane (SUR)	*104*	*70-145*	
Toluene-d8 (SUR)	*100*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:40	**Site:**			
Sample #:	**418095-032**	**Client Sample #:**	SV-3-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:40	**Site:**			
Sample #:	**418095-032**	**Client Sample #:**	SV-3-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	ND	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*112*	*70-145*	
4-Bromofluorobenzene (SUR)	*95*	*70-145*	
Dibromofluoromethane (SUR)	*103*	*70-145*	
Toluene-d8 (SUR)	*101*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:46	**Site:**			
Sample #:	**418095-033**	**Client Sample #:**	SV-3-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:46	**Site:**			
Sample #:	**418095-033**	**Client Sample #:**	SV-3-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	ND	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*109*	*70-145*	
4-Bromofluorobenzene (SUR)	*97*	*70-145*	
Dibromofluoromethane (SUR)	*102*	*70-145*	
Toluene-d8 (SUR)	*104*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 09:55	**Site:**			
Sample #:	**418095-034**	**Client Sample #:**	SV-4-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 09:55	**Site:**			
Sample #:	**418095-034**	**Client Sample #:**	SV-4-5	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	ND	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*113*	*70-145*	
4-Bromofluorobenzene (SUR)	*96*	*70-145*	
Dibromofluoromethane (SUR)	*103*	*70-145*	
Toluene-d8 (SUR)	*101*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:08	**Site:**			
Sample #:	**418095-035**	**Client Sample #:**	SV-4-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	1	5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	1	100	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	1	5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	1	5	ug/Kg		08/10/19	LZ	
Acetone	ND	1	100	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Benzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Bromoform	ND	1	5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	1	5	ug/Kg		08/10/19	LZ	
Chloroform	ND	1	5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	1	5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	1	5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	1	5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	1	5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	1	5	ug/Kg		08/10/19	LZ	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 10:08	**Site:**			
Sample #:	**418095-035**	**Client Sample #:**	SV-4-15	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	1	5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	1	5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Styrene	ND	1	5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	**14**	1	10	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	1	5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	1	5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Toluene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	1	5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	1	5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	1	5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	1	5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	1	5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*114*	*70-145*	
4-Bromofluorobenzene (SUR)	*96*	*70-145*	
Dibromofluoromethane (SUR)	*104*	*70-145*	
Toluene-d8 (SUR)	*99*	*70-145*	

Matrix:	Solid	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/07/2019 12:00	**Site:**			
Sample #:	**418095-036**	**Client Sample #:**	DUP-1	**Sample Type:**	

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 8260B *NELAC* Prep Method: EPA 5035A						QCBatchID: QC1205233		
1,1,1,2-Tetrachloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,1-Trichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2,2-Tetrachloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1,2-Trichlorotrifluoroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,1-Dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,3-Trichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,4-Trichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2,4-Trimethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dibromo-3-chloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dibromoethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,2-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3,5-Trimethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,3-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
1,4-Dichlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
2,2-Dichloropropane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
2-Butanone (MEK)	ND	0.9	90	ug/Kg		08/10/19	LZ	
2-Chlorotoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Chlorotoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Isopropyltoluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
4-Methyl-2-pentanone (MIBK)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Acetone	ND	0.9	90	ug/Kg		08/10/19	LZ	
Allyl Chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Benzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromochloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromodichloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromoform	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Bromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Carbon Tetrachloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chlorobenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chlorodibromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloroethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloroform	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Chloromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,2-Dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,3-dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
cis-1,4-dichloro-2-butene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Dibromomethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Dichlorodifluoromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Di-isopropyl ether (DIPE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Ethylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Ethyl-tertbutylether (ETBE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Hexachlorobutadiene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Isopropylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
m and p-Xylene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Methylene chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Methyl-t-butyl Ether (MTBE)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 12:00 **Site:**
Sample #: **418095-036** **Client Sample #:** DUP-1 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Naphthalene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
N-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
N-propylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
o-Xylene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Sec-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Styrene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
t-Butyl alcohol (TBA)	**13**	0.9	9	ug/Kg		08/10/19	LZ	
Tert-amylmethylether (TAME)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Tert-butylbenzene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Tetrachloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Toluene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,2-dichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,3-dichloropropene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
trans-1,4-dichloro-2-butene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Trichloroethene	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Trichlorofluoromethane	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Vinyl Chloride	ND	0.9	4.5	ug/Kg		08/10/19	LZ	
Xylenes (Total)	ND	0.9	4.5	ug/Kg		08/10/19	LZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
1,2-Dichloroethane-d4 (SUR)	*112*	*70-145*	
4-Bromofluorobenzene (SUR)	*95*	*70-145*	
Dibromofluoromethane (SUR)	*104*	*70-145*	
Toluene-d8 (SUR)	*101*	*70-145*	

Matrix: Solid **Client:** Roux Associates, Inc. **Collector:** Client
Sampled: 08/07/2019 13:00 **Site:**
Sample #: **418095-037** **Client Sample #:** DUP-2 **Sample Type:**

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA 6010B *NELAC* Prep Method: EPA 3050B						QCBatchID:		QC1205246
Antimony	ND	1	3	mg/Kg		08/13/19	KLN	
Arsenic	ND	1	1	mg/Kg		08/13/19	KLN	
Barium	**137**	1	1	mg/Kg		08/13/19	KLN	
Beryllium	ND	1	0.5	mg/Kg		08/13/19	KLN	
Cadmium	**2.02**	1	0.5	mg/Kg		08/13/19	KLN	
Chromium	**19.8**	1	1	mg/Kg		08/13/19	KLN	
Cobalt	**11.2**	1	0.5	mg/Kg		08/13/19	KLN	
Copper	**25.8**	1	1	mg/Kg		08/13/19	KLN	L
Lead	**248**	1	1	mg/Kg		08/13/19	KLN	
Molybdenum	ND	1	1	mg/Kg		08/13/19	KLN	
Nickel	**16.5**	1	1.5	mg/Kg		08/13/19	KLN	
Selenium	ND	1	3	mg/Kg		08/13/19	KLN	
Silver	ND	1	0.5	mg/Kg		08/13/19	KLN	
Thallium	ND	1	3	mg/Kg		08/13/19	KLN	
Vanadium	**35.9**	1	0.5	mg/Kg		08/13/19	KLN	
Zinc	**396**	1	5	mg/Kg		08/13/19	KLN	
Method: EPA 7471A *NELAC* Prep Method: EPA 7471A						QCBatchID:		QC1205277
Mercury	ND	1	0.14	mg/Kg	08/12/19	08/13/19	SBW	
Method: EPA 8015M Prep Method: EPA 3580A						QCBatchID:		QC1205314
TPH (C13 to C22)	ND	2	20	mg/Kg	08/13/19	08/14/19	TW	
TPH (C23 to C44)	**51**	2	20	mg/Kg	08/13/19	08/14/19	TW	
TPH (C6 to C12)	ND	2	20	mg/Kg	08/13/19	08/14/19	TW	

Surrogate	*% Recovery*	*Limits*	*Notes*
Triacontane (SUR)	*97*	*50-150*	

QCBatchID: QC1205233	**Analyst:** lucy	**Method:** EPA 8260B	
Matrix: Solid	**Analyzed:** 08/09/2019	**Instrument:** VOA-MS (group)	

Blank Summary

Analyte	Blank Result	Units		RDL	Notes	
QC1205233MB1						
1,1,1,2-Tetrachloroethane	ND	ug/Kg		5		
1,1,1-Trichloroethane	ND	ug/Kg		5		
1,1,2,2-Tetrachloroethane	ND	ug/Kg		5		
1,1,2-Trichloroethane	ND	ug/Kg		5		
1,1,2-Trichlorotrifluoroethane	ND	ug/Kg		5		
1,1-Dichloroethane	ND	ug/Kg		5		
1,1-Dichloroethene	ND	ug/Kg		5		
1,1-Dichloropropene	ND	ug/Kg		5		
1,2,3-Trichlorobenzene	ND	ug/Kg		5		
1,2,3-Trichloropropane	ND	ug/Kg		5		
1,2,4-Trichlorobenzene	ND	ug/Kg		5		
1,2,4-Trimethylbenzene	ND	ug/Kg		5		
1,2-Dibromo-3-chloropropane	ND	ug/Kg		5		
1,2-Dibromoethane	ND	ug/Kg		5		
1,2-Dichlorobenzene	ND	ug/Kg		5		
1,2-Dichloroethane	ND	ug/Kg		5		
1,2-Dichloropropane	ND	ug/Kg		5		
1,3,5-Trimethylbenzene	ND	ug/Kg		5		
1,3-Dichlorobenzene	ND	ug/Kg		5		
1,3-Dichloropropane	ND	ug/Kg		5		
1,4-Dichlorobenzene	ND	ug/Kg		5		
2,2-Dichloropropane	ND	ug/Kg		5		
2-Butanone (MEK)	ND	ug/Kg		100		
2-Chlorotoluene	ND	ug/Kg		5		
4-Chlorotoluene	ND	ug/Kg		5		
4-Isopropyltoluene	ND	ug/Kg		5		
4-Methyl-2-pentanone (MIBK)	ND	ug/Kg		5		
Acetone	ND	ug/Kg		100		
Allyl Chloride	ND	ug/Kg		5		
Benzene	ND	ug/Kg		5		
Bromobenzene	ND	ug/Kg		5		
Bromochloromethane	ND	ug/Kg		5		
Bromodichloromethane	ND	ug/Kg		5		
Bromoform	ND	ug/Kg		5		
Bromomethane	ND	ug/Kg		5		
Carbon Tetrachloride	ND	ug/Kg		5		
Chlorobenzene	ND	ug/Kg		5		
Chlorodibromomethane	ND	ug/Kg		5		
Chloroethane	ND	ug/Kg		5		
Chloroform	ND	ug/Kg		5		
Chloromethane	ND	ug/Kg		5		
cis-1,2-Dichloroethene	ND	ug/Kg		5		
cis-1,3-dichloropropene	ND	ug/Kg		5		
cis-1,4-dichloro-2-butene	ND	ug/Kg		5		
Dibromomethane	ND	ug/Kg		5		
Dichlorodifluoromethane	ND	ug/Kg		5		
Di-isopropyl ether (DIPE)	ND	ug/Kg		5		
Ethylbenzene	ND	ug/Kg		5		
Ethyl-tertbutylether (ETBE)	ND	ug/Kg		5		
Hexachlorobutadiene	ND	ug/Kg		5		
Isopropylbenzene	ND	ug/Kg		5		
m and p-Xylene	ND	ug/Kg		5		

QCBatchID: QC1205233 **Analyst:** lucy **Method:** EPA 8260B

Matrix: Solid **Analyzed:** 08/09/2019 **Instrument:** VOA-MS (group)

Analyte	Blank Result	Units		RDL	Notes	
QC1205233MB1						
Methylene chloride	ND	ug/Kg		5		
Methyl-t-butyl Ether (MTBE)	ND	ug/Kg		5		
Naphthalene	ND	ug/Kg		5		
N-butylbenzene	ND	ug/Kg		5		
N-propylbenzene	ND	ug/Kg		5		
o-Xylene	ND	ug/Kg		5		
Sec-butylbenzene	ND	ug/Kg		5		
Styrene	ND	ug/Kg		5		
t-Butyl alcohol (TBA)	ND	ug/Kg		10		
Tert-amylmethylether (TAME)	ND	ug/Kg		5		
Tert-butylbenzene	ND	ug/Kg		5		
Tetrachloroethene	ND	ug/Kg		5		
Toluene	ND	ug/Kg		5		
trans-1,2-dichloroethene	ND	ug/Kg		5		
trans-1,3-dichloropropene	ND	ug/Kg		5		
trans-1,4-dichloro-2-butene	ND	ug/Kg		5		
Trichloroethene	ND	ug/Kg		5		
Trichlorofluoromethane	ND	ug/Kg		5		
Vinyl Chloride	ND	ug/Kg		5		
Xylenes (Total)	ND	ug/Kg		5		

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount LCS	Spike Amount LCSD	Spike Result LCS	Spike Result LCSD	Units	Recoveries LCS	Recoveries LCSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205233LCS1, QC1205233LCSD1											
1,1-Dichloroethene	50	50	60	58	ug/Kg	120	116	3	59-172	22	
Benzene	50	50	55	53	ug/Kg	110	106	4	62-137	24	
Chlorobenzene	50	50	50	50	ug/Kg	100	100	0	60-133	24	
Methyl-t-butyl Ether (MTBE)	50	50	51	50	ug/Kg	102	100	2	62-137	21	
Toluene	50	50	53	51	ug/Kg	106	102	4	59-139	21	
Trichloroethene	50	50	52	50	ug/Kg	104	100	4	66-142	21	

QCBatchID: QC1205245 **Analyst:** sbailey-woo **Method:** EPA 6010B

Matrix: Solid **Analyzed:** 08/12/2019 **Instrument:** AAICP (group)

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205245MB1					
Antimony	ND	mg/Kg		3	
Arsenic	ND	mg/Kg		1	
Barium	ND	mg/Kg		1	
Beryllium	ND	mg/Kg		0.5	
Cadmium	ND	mg/Kg		0.5	
Chromium	ND	mg/Kg		1	
Cobalt	ND	mg/Kg		0.5	
Copper	ND	mg/Kg		1	
Lead	ND	mg/Kg		1	
Molybdenum	ND	mg/Kg		1	
Nickel	ND	mg/Kg		1.5	
Selenium	ND	mg/Kg		3	
Silver	ND	mg/Kg		0.5	
Thallium	ND	mg/Kg		3	
Vanadium	ND	mg/Kg		0.5	
Zinc	ND	mg/Kg		5	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount LCS	Spike Amount LCSD	Spike Result LCS	Spike Result LCSD	Units	Recoveries LCS	Recoveries LCSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205245LCS1											
Antimony	100		140		mg/Kg	140			80-120		L
Arsenic	100		112		mg/Kg	112			80-120		
Barium	100		112		mg/Kg	112			80-120		
Beryllium	100		115		mg/Kg	115			80-120		
Cadmium	100		109		mg/Kg	109			80-120		
Chromium	100		113		mg/Kg	113			80-120		
Cobalt	100		117		mg/Kg	117			80-120		
Copper	100		101		mg/Kg	101			80-120		
Lead	100		119		mg/Kg	119			80-120		
Molybdenum	100		87.9		mg/Kg	88			80-120		
Nickel	100		83.4		mg/Kg	83			80-120		
Selenium	100		113		mg/Kg	113			80-120		
Silver	100		119		mg/Kg	119			80-120		
Thallium	100		88.7		mg/Kg	89			80-120		
Vanadium	100		114		mg/Kg	114			80-120		
Zinc	100		111		mg/Kg	111			80-120		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205245MS1, QC1205245MSD1												**Source: 418049-001**
Antimony	ND	100	100	50.8	44.3	mg/Kg	51	44	13.7	75-125	20	M
Arsenic	3.07	100	100	109	111	mg/Kg	106	108	1.8	75-125	20	
Barium	131	100	100	398	314	mg/Kg	267	183	23.6	75-125	20	M
Beryllium	ND	100	100	115	127	mg/Kg	115	127	9.9	75-125	20	M
Cadmium	0.34	100	100	105	105	mg/Kg	105	105	0.0	75-125	20	
Chromium	18.4	100	100	131	139	mg/Kg	113	121	5.9	75-125	20	
Cobalt	3.73	100	100	115	114	mg/Kg	111	110	0.9	75-125	20	
Copper	7.32	100	100	108	112	mg/Kg	101	105	3.6	75-125	20	
Lead	2.55	100	100	116	118	mg/Kg	113	115	1.7	75-125	20	
Molybdenum	0.19	100	100	121	120	mg/Kg	121	120	0.8	75-125	20	

QCBatchID: QC1205245 **Analyst:** sbailey-woo **Method:** EPA 6010B

Matrix: Solid **Analyzed:** 08/12/2019 **Instrument:** AAICP (group)

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205245MS1, QC1205245MSD1												**Source: 418049-001**
Nickel	5.25	100	100	122	124	mg/Kg	117	119	1.6	75-125	20	
Selenium	4.10	100	100	113	112	mg/Kg	109	108	0.9	75-125	20	
Silver	ND	100	100	116	115	mg/Kg	116	115	0.9	75-125	20	
Thallium	2.03	100	100	113	115	mg/Kg	111	113	1.8	75-125	20	
Vanadium	39.9	100	100	153	164	mg/Kg	113	124	6.9	75-125	20	
Zinc	15.8	100	100	126	134	mg/Kg	110	118	6.2	75-125	20	

QCBatchID: QC1205246 **Analyst:** sbailey-woo **Method:** EPA 6010B

Matrix: Solid **Analyzed:** 08/12/2019 **Instrument:** AAICP (group)

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205246MB1					
Antimony	ND	mg/Kg		3	
Arsenic	ND	mg/Kg		1	
Barium	ND	mg/Kg		1	
Beryllium	ND	mg/Kg		0.5	
Cadmium	ND	mg/Kg		0.5	
Chromium	ND	mg/Kg		1	
Cobalt	ND	mg/Kg		0.5	
Copper	ND	mg/Kg		1	
Lead	ND	mg/Kg		1	
Molybdenum	ND	mg/Kg		1	
Nickel	ND	mg/Kg		1.5	
Selenium	ND	mg/Kg		3	
Silver	ND	mg/Kg		0.5	
Thallium	ND	mg/Kg		3	
Vanadium	ND	mg/Kg		0.5	
Zinc	ND	mg/Kg		5	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount LCS	Spike Amount LCSD	Spike Result LCS	Spike Result LCSD	Units	Recoveries LCS	Recoveries LCSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205246LCS1											
Antimony	100		93.0		mg/Kg	93			80-120		
Arsenic	100		81.0		mg/Kg	81			80-120		
Barium	100		85.0		mg/Kg	85			80-120		
Beryllium	100		88.4		mg/Kg	88			80-120		
Cadmium	100		84.0		mg/Kg	84			80-120		
Chromium	100		85.8		mg/Kg	86			80-120		
Cobalt	100		89.6		mg/Kg	90			80-120		
Copper	100		73.8		mg/Kg	74			80-120		L
Lead	100		85.8		mg/Kg	86			80-120		
Molybdenum	100		94.5		mg/Kg	95			80-120		
Nickel	100		88.8		mg/Kg	89			80-120		
Selenium	100		80.8		mg/Kg	81			80-120		
Silver	100		89.3		mg/Kg	89			80-120		
Thallium	100		87.3		mg/Kg	87			80-120		
Vanadium	100		85.7		mg/Kg	86			80-120		
Zinc	100		86.6		mg/Kg	87			80-120		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205246MS1, QC1205246MSD1												**Source: 418142-004**
Antimony	4.33	100	100	64.1	47.3	mg/Kg	60	43	30.2	75-125	20	M,D
Arsenic	1.08	100	100	95.0	79.3	mg/Kg	94	78	18.0	75-125	20	
Barium	91.0	100	100	188	176	mg/Kg	97	85	6.6	75-125	20	
Beryllium	ND	100	100	98.2	83.6	mg/Kg	98	84	16.1	75-125	20	
Cadmium	0.43	100	100	93.5	85.6	mg/Kg	93	85	8.8	75-125	20	
Chromium	11.5	100	100	113	100	mg/Kg	102	89	12.2	75-125	20	
Cobalt	7.94	100	100	109	92.6	mg/Kg	101	85	16.3	75-125	20	
Copper	15.5	100	100	111	100	mg/Kg	96	85	10.4	75-125	20	
Lead	16.3	100	100	113	102	mg/Kg	97	86	10.2	75-125	20	
Molybdenum	ND	100	100	92.4	77.5	mg/Kg	92	78	17.5	75-125	20	

QCBatchID: QC1205246 **Analyst:** sbailey-woo **Method:** EPA 6010B

Matrix: Solid **Analyzed:** 08/12/2019 **Instrument:** AAICP (group)

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205246MS1, QC1205246MSD1												**Source: 418142-004**
Nickel	5.90	100	100	99.2	84.5	mg/Kg	93	79	16.0	75-125	20	
Selenium	2.55	100	100	101	82.9	mg/Kg	98	80	19.7	75-125	20	
Silver	ND	100	100	108	95.7	mg/Kg	108	96	12.1	75-125	20	
Thallium	ND	100	100	86.1	76.6	mg/Kg	86	77	11.7	75-125	20	
Vanadium	13.0	100	100	114	99.7	mg/Kg	101	87	13.4	75-125	20	
Zinc	79.7	100	100	180	160	mg/Kg	100	80	11.8	75-125	20	

QCBatchID: QC1205276 **Analyst:** sbailey-woo **Method:** EPA 7471A

Matrix: Solid **Analyzed:** 08/12/2019 **Instrument:** AAICP-HG1

Blank Summary

Analyte	Blank Result	Units		RDL	Notes	
QC1205276MB1						
Mercury	ND	mg/Kg		0.14		

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount LCS	Spike Amount LCSD	Spike Result LCS	Spike Result LCSD	Units	Recoveries LCS	Recoveries LCSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205276LCS1											
Mercury	0.83		0.89		mg/Kg	107			80-120		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205276MS1, QC1205276MSD1												**Source: 418049-001**
Mercury	ND	0.83	0.83	0.88	0.80	mg/Kg	106	96	9.5	75-125	20	

QCBatchID:	**QC1205277**	**Analyst:**	sbailey-woo	**Method:**	EPA 7471A
Matrix:	Solid	**Analyzed:**	08/12/2019	**Instrument:**	AAICP-HG1

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205277MB1					
Mercury	ND	mg/Kg		0.14	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount		Spike Result		Units	Recoveries		RPD	Limits		Notes
	LCS	LCSD	LCS	LCSD		LCS	LCSD		%Rec	RPD	
QC1205277LCS1											
Mercury	0.83		0.92		mg/Kg	111			80-120		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount		Spike Result		Units	Recoveries		RPD	Limits		Notes
		MS	MSD	MS	MSD		MS	MSD		%Rec	RPD	
QC1205277MS1, QC1205277MSD1												**Source: 418187-001**
Mercury	0.05	0.83	0.83	0.90	0.87	mg/Kg	102	99	3.4	75-125	20	

QCBatchID: QC1205314 **Analyst:** Abanh **Method:** EPA 8015M

Matrix: Solid **Analyzed:** 08/14/2019 **Instrument:** SVOA-GC (group)

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205314MB1					
TPH (C10 to C28)	ND	mg/Kg		10	
TPH (C13 to C22)	ND	mg/Kg		10	
TPH (C23 to C40)	ND	mg/Kg		10	
TPH (C23 to C44)	ND	mg/Kg		10	
TPH (C6 to C12)	ND	mg/Kg		10	
TPH (C8 to C12)	ND	mg/Kg		10	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount LCS	Spike Amount LCSD	Spike Result LCS	Spike Result LCSD	Units	Recoveries LCS	Recoveries LCSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205314LCS1											
TPH (C10 to C28)	250		240		mg/Kg	96			60-133		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount MS	Spike Amount MSD	Spike Result MS	Spike Result MSD	Units	Recoveries MS	Recoveries MSD	RPD	Limits %Rec	Limits RPD	Notes
QC1205314MS1, QC1205314MSD1												**Source: 418095-001**
TPH (C10 to C28)	ND	250	250	240	250	mg/Kg	96	100	4.1	70-130	20	

Data Qualifiers and Definitions

Qualifiers

A	See Report Comments.
B	Analyte was present in an associated method blank.
B1	Analyte was present in a sample and associated method blank greater than MDL but less than RDL.
BQ1	No valid test replicates. Sample Toxicity is possible. Best result was reported.
BQ2	No valid test replicates.
BQ3	No valid test replicates. Final DO is less than 1.0 mg/L. Result may be greater.
BQ4	Minor Dissolved Oxygen loss was observed in the blank water check, however, the LCS was within criteria, validating the batch.
BQ5	Minor Dissolved Oxygen loss was observed in the blank water check.
C	Possible laboratory contamination.
D	RPD was not within control limits. The sample data was reported without further clarification.
D1	Lesser amount of sample was used due to insufficient amount of sample supplied.
D2	Reporting limit is elevated due to sample matrix. Target analyte was not detected above the elevated reporting limit.
D3	Insufficient sample was supplied for TCLP. Client was notified. TCLP was performed per the Client's instructions.
DW	Sample result is calculated on a dry weigh basis.
E	Concentration is estimated because it exceeds the quantification limits of the method.
I	The sample was read outside of the method required incubation period.
IR	Inconclusive Result. Legionella is present, however, there is possible non-specific agglutination preventing specific identification.
J	Reported value is estimated
L	The laboratory control sample (LCS) or laboratory control sample duplicate (LCSD) was out of control limits. Associated sample data was reported with qualifier.
L2	LCS did not meet recovery criteria, however, the MS and/or MSD met LCS recovery criteria, validating the batch.
M	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits due to matrix interference. The associated LCS and/or LCSD was within control limits and the sample data was reported without further clarification.
M1	The matrix spike (MS) or matrix spike duplicate (MSD) is not within control limits due to matrix interference.
M2	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits. The associated LCS and/or LCSD was not within control limits. Sample result is estimated.
N1	Sample chromatography does not match the specified TPH standard pattern.
NC	The analyte concentration in the sample exceeded the spike level by a factor of four or greater, spike recovery and limits do not apply.
P	Sample was received without proper preservation according to EPA guidelines.
P1	Temperature of sample storage refrigerator was out of acceptance limits.
P2	The sample was preserved within 24 hours of collection in accordance with EPA 218.6.
P3	Per Client request, sample was composited for volatile analysis. Sample compositing for volatile analysis is not recommended due to potential loss of target analytes. Results may be biased low.
Q1	Analyte Calibration Verification exceeds criteria. The result is estimated.
Q2	Analyte calibration was not verified and the result was estimated.
Q3	Analyte initial calibration was not available or exceeds criteria. The result was estimated.
S	The surrogate recovery was out of control limits due to matrix interference. The associated method blank surrogate recovery was within control limits and the sample data was reported without further clarification.
S1	The associated surrogate recovery was out of control limits; result is estimated.
S2	The surrogate was diluted out due to the presence of high concentrations of target and/or non-target compounds. Surrogate recoveries in the associated batch QC met recovery criteria.
S3	Internal Standard did not meet recovery limits. Analyte concentration is estimated.
T	Sample was extracted/analyzed past the holding time.
T1	Reanalysis was reported past hold time due to failing replicates in the original analysis (BOD only).
T2	Sample was analyzed ASAP but received and analyzed past the 15 minute holding time.
T3	Sample received and analyzed out of hold time per client's request.
T4	Sample was analyzed out of hold time per client's request.
T5	Reanalysis was reported past hold time. The original analysis was within hold time, but not reportable.
T6	Hold time is indeterminable due to unspecified sampling time.
T7	Sample was analyzed past hold time due to insufficient time remaining at time of receipt.

Definitions

DF	Dilution Factor
MDL	Method Detection Limit. Result is reported ND when it is less than or equal to MDL.
ND	Analyte was not detected or was less than the detection limit.
NR	Not Reported. See Report Comments.
RDL	Reporting Detection Limit
TIC	Tentatively Identified Compounds

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WO NO. / LAB USE ONLY

CHAIN-OF-CUSTODY RECORD

DATE: 8/7/19

PAGE: 1 OF 4

LABORATORY CLIENT: ROUX ASSOCIATES

ADDRESS: 5150 E PCH #450

CITY: Long Beach STATE: CA ZIP: 90804

TEL: (310)879-4929 E-MAIL: PShimer@rouxinc.com

CLIENT PROJECT NAME / NO.: 1784 North Hollywood / 5444 Vineland

PROJECT CONTACT: P. Shimer

P.O. NO.: 3085

LAB CONTACT OR QUOTE NO.:

GLOBAL ID:

LOG CODE:

SAMPLER(S): (PRINT) PAS

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):

☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☒ STANDARD

EDD:

☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:

H = hold

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☒ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☒ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6				
	SB-1-0.5	8/7/19	1225	S	1	X					X										X				
	SB-1-1.5		1227								H										H				
	SB-2-0.5		1407								X										X				
	SB-2-1.5		1408								H										H				
	SB-3-0.5		0918								X										X				
	SB-3-1.5		0920								H										H				
	SB-4-0.5		1241								X										X				
	SB-4-1.5		1243								H										H				
	SB-5-0.5		0929								X										X				
	SB-5-1.5		0933								H										H				

Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:
		8/8/19	9:15
		8/8/19	0948
8/8/19 1430		8/8/19	1430

2014-07-01 Revision

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CHAIN-OF-CUSTODY RECORD

DATE: 8/7/19

PAGE: 2 OF 4

LABORATORY CLIENT: ROUX ASSOCIATES

ADDRESS: 5150 E PCH #456

CITY: Long Beach STATE: CA ZIP: 90804

TEL: (310) 879-4929 E-MAIL: Pshimer @ rouxinc.com

CLIENT PROJECT NAME / NO.: 1784 / North Hollywood/5444 Vineland

PROJECT CONTACT: P. Shimer

P.O. NO.: 3085

LAB CONTACT OR QUOTE NO.:

GLOBAL ID:

LOG CODE:

SAMPLER(S): (PRINT) PAS

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):

☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☒ STANDARD

EDD:

☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:

H = hold

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☒ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☒ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6				
	SB-6 -0.5	8/7/19	1236	S	1	X					X										X				
	SB-6 -1.5		1239								H										H				
	SB-7 -0.5		1356								X										X				
	SB-7 -1.5		1350								H										H				
	SB-8 -0.5		1247								X										X				
	SB-8 -1.5		1248								H										H				
	SB-9 -0.5		1252								X										X				
	SB-9 -1.5		1254								H										H				
	SB-10 -0.5		1257								X										X				
	SB-10 -1.5		1300								H										H				

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Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 0948
Relinquished by: (Signature) 8/8/19 1430	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 1430

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CHAIN-OF-CUSTODY RECORD

DATE: 8/7/19
PAGE: 3 OF 4

LABORATORY CLIENT: Roux Associates
ADDRESS: 5150 E Pcch #450
CITY: Long Beach STATE: CA ZIP: 90804
TEL: (310) 879-4929 E-MAIL: PShimer@rouxinc.com

CLIENT PROJECT NAME / NO.: 1784 North Hollywood / 5444 Vineland
PROJECT CONTACT: P. Shimer
GLOBAL ID: LOG CODE:

P.O. NO.: 3085
LAB CONTACT OR QUOTE NO.:
SAMPLER(S): (PRINT) PAS

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☒ STANDARD

EDD:
☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:
H = hold

REQUESTED ANALYSES
Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☒ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☒ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☒ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6				
	SB-11-0.5	8/7/19	1304	S	1	X					X										X				
	SB-11-1.5		1305								H										H				
	SB-12-0.5		1342								X										X				
	SB-12-1.5		1344								H										H				
	SB-13-0.5		1349								X										X				
	SB-13-1.5		1350								H										H				
	SB-14-0.5		1352								X										X				
	~~SB-14-1.5~~										H										H				PAS
	SV-1-0.5		1205		3		X							X		X									
	SV-1-15 PAS		1210		3		↓							X		X									

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Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 0948
Relinquished by: (Signature) 8/8/19 1430	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 1430

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CHAIN-OF-CUSTODY RECORD

DATE: 8/7/19
PAGE: 4 OF 4

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LABORATORY CLIENT: ROUX ASSOCIATES
ADDRESS: 5150 E PCH #456
CITY: Long Beach STATE: CA ZIP: 90804
TEL: (310) 979-4929 E-MAIL: Pshimer@rouxinc.com

CLIENT PROJECT NAME / NO.: 1784 N Hollywood / 5444 Vineland
PROJECT CONTACT: P. Shimer
GLOBAL ID: LOG CODE:
P.O. NO.: 3085
LAB CONTACT OR QUOTE NO.:
SAMPLER(S): (PRINT) PAS

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☒ STANDARD

EDD:
☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:
H = hold

REQUESTED ANALYSES
Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☒ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☒ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6
	SV-2-5	8/7/19	1134	S	3		X							X								
	SV-2-15		1140																			
	SV-3-5		1040																			
	SV-3-15		1046																			
	SV-4-5		0955																			
	SV-4-15		1008																			
	DUP-1		1200																			
	DUP-2		1300		2	X					X										X	

Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 9:19
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 0948
Relinquished by: (Signature) 8/8/19 1430	Received by: (Signature/Affiliation)	Date: 8/8/19	Time: 1430

2014-07-01 Revision

ENTHALPY ANALYTICAL

SAMPLE ACCEPTANCE CHECKLIST

Section 1

Client: Roux Associates Project: _____

Date Received: 8/8/2019 Sampler's Name Present: ☑ Yes ☐ No

Section 2

Sample(s) received in a cooler? ☑ Yes, How many? 1 ☐ No (skip section 2) Sample Temp (°C) (No Cooler): _____

Sample Temp (°C), One from each cooler: #1: 4.2 #2: _____ #3: _____ #4: _____

(Acceptance range is < 6°C but not frozen (for Microbiology samples, acceptance range is < 10°C but not frozen). It is acceptable for samples collected the same day as sample receipt to have a higher temperature as long as there is evidence that cooling has begun.)

Shipping Information: _____

Section 3

Was the cooler packed with: ☑ Ice ☐ Ice Packs ☐ Bubble Wrap ☐ Styrofoam ☐ Paper ☐ None ☐ Other _____

Cooler Temp (°C): #1: 2.1 #2: _____ #3: _____ #4: _____

Section 4	YES	NO	N/A
Was a COC received?	✓		
Are sample IDs present?	✓		
Are sampling dates & times present?	✓		
Is a relinquished signature present?	✓		
Are the tests required clearly indicated on the COC?	✓		
Are custody seals present?		✓	
If custody seals are present, were they intact?			✓
Are all samples sealed in plastic bags? (Recommended for Microbiology samples)			✓
Did all samples arrive intact? If no, indicate in Section 4 below.	✓		
Did all bottle labels agree with COC? (ID, dates and times)	✓		
Were the samples collected in the correct containers for the required tests?	✓		
Are the containers labeled with the correct preservatives?	✓		
Is there headspace in the VOA vials greater than 5-6 mm in diameter?			✓
Was a sufficient amount of sample submitted for the requested tests?	✓		

Section 5 Explanations/Comments

Section 6

For discrepancies, how was the Project Manager notified? ☐ Verbal PM Initials: _____ Date/Time _____

☐ Email (email sent to/on): _____ / _____

Project Manager's response:

Completed By: _____ Date: 8/8/19

ATTACHMENT B

Soil Vapor Laboratory Analytical Report

Enthalpy Analytical, LLC
931 W. Barkley Ave - Orange, CA 92868
Tel: (714)771-6900 Fax: (714)538-1209
www.enthalpy.com
info-sc@enthalpy.com

MONTROSE ENVIRONMENTAL

Client:	Roux Associates, Inc.
Address:	5150 E. Pacific Coast Hwy. Suite 450 Long Beach, CA 90804
Attn:	Peter Shimer

Lab Request:	418200
Report Date:	08/17/2019
Date Received:	08/12/2019
Client ID:	15831

Comments: 1784 - North Hollywood
#3085
3444 Vineland Ave., North Hollywood, CA

This laboratory request covers the following listed samples which were analyzed for the parameters indicated on the attached Analytical Result Report. All analyses were conducted using the appropriate methods. Methods accredited by NELAC are indicated on the report. This cover letter is an integral part of the final report.

Sample #	Client Sample ID
418200-001	SV-4-15
418200-002	SV-4-15-D
418200-003	SV-3-15
418200-004	SV-4-5
418200-005	SV-3-5
418200-006	SV-1-5
418200-007	SV-1-15
418200-008	SV-2-5
418200-009	SV-2-15

Thank you for the opportunity to be of service to your company. Please feel free to call if there are any questions regarding this report or if we can be of further service.

Ranjit K. K. Clarke

Report Review performed by: Ranjit Clarke, Project Manager

NOTE: Unless notified in writing, all samples will be discarded by appropriate disposal protocol 45 days from date received.

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Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 09:42	**Site:**			
Sample #:	**418200-001**	**Client Sample #:**	SV-4-15	**Sample Type:**	

Notes: Canister ID: C90049
Flow Control ID: 00207
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 14:32	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 14:32	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 14:32	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 14:32	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 14:32	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 14:32	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 14:32	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 14:32	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 14:32	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 14:32	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 14:32	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 14:32	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 14:32	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 14:32	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 14:32	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 14:32	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 14:32	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 14:32	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 14:32	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 14:32	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 14:32	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 14:32	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 14:32	ZZ	
Acetone	**84.4**	1	12	ug/m3		08/15/19 14:32	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 14:32	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 14:32	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 14:32	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 14:32	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 14:32	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 14:32	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 14:32	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 14:32	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 14:32	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 14:32	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 14:32	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 14:32	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 14:32	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 14:32	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 14:32	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 14:32	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 14:32	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 14:32	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 14:32	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 14:32	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 14:32	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 14:32	ZZ	
m and p-Xylene	**17.2**	1	4.3	ug/m3		08/15/19 14:32	ZZ	
Methylene chloride	**70.3**	1	3.5	ug/m3		08/15/19 14:32	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 14:32	ZZ	
o-Xylene	**10.0**	1	4.3	ug/m3		08/15/19 14:32	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 09:42	**Site:**			
Sample #:	**418200-001**	**Client Sample #:**	SV-4-15	**Sample Type:**	

Notes: Canister ID: C90049
Flow Control ID: 00207
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 14:32	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 14:32	ZZ	
Tetrachloroethene	**910**	1	6.8	ug/m3		08/15/19 14:32	ZZ	
Toluene	**13.1**	1	3.8	ug/m3		08/15/19 14:32	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 14:32	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 14:32	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 14:32	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 14:32	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 14:32	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 14:32	ZZ	
Xylenes (Total)	**27.2**	1	4.3	ug/m3		08/15/19 14:32	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*94*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 10:21	EW	
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 10:21	EW	
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 10:21	EW	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 09:35	**Site:**			
Sample #:	**418200-002**	**Client Sample #:**	SV-4-15-D	**Sample Type:**	

Notes: Canister ID: C90003
Flow Control ID: 0001
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 15:13	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 15:13	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 15:13	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 15:13	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 15:13	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 15:13	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 15:13	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 15:13	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 15:13	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 15:13	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 15:13	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:13	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 15:13	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 15:13	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 15:13	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 15:13	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:13	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:13	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 15:13	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 15:13	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 15:13	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 15:13	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 15:13	ZZ	
Acetone	ND	1	12	ug/m3		08/15/19 15:13	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 15:13	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 15:13	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 15:13	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 15:13	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 15:13	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 15:13	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 15:13	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 15:13	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 15:13	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 15:13	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 15:13	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 15:13	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 15:13	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 15:13	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 15:13	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 15:13	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 15:13	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 15:13	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 15:13	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 15:13	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 15:13	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 15:13	ZZ	
m and p-Xylene	**17.7**	1	4.3	ug/m3		08/15/19 15:13	ZZ	
Methylene chloride	**5.4**	1	3.5	ug/m3		08/15/19 15:13	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 15:13	ZZ	
o-Xylene	**10.8**	1	4.3	ug/m3		08/15/19 15:13	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 09:35	**Site:**			
Sample #:	**418200-002**	**Client Sample #:**	SV-4-15-D	**Sample Type:**	

Notes: Canister ID: C90003
Flow Control ID: 0001
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 15:13	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 15:13	ZZ	
Tetrachloroethene	**1000**	1	6.8	ug/m3		08/15/19 15:13	ZZ	
Toluene	**10.8**	1	3.8	ug/m3		08/15/19 15:13	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 15:13	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 15:13	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 15:13	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 15:13	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 15:13	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 15:13	ZZ	
Xylenes (Total)	**28.5**	1	4.3	ug/m3		08/15/19 15:13	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*92*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 10:55	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 10:55	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 10:55	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 10:32	**Site:**			
Sample #:	**418200-003**	**Client Sample #:**	SV-3-15	**Sample Type:**	

Notes: Canister ID: C90074
Flow Control ID: 00237
Initial Pressure: <-30 in. Hg
Final Pressure: -8 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 15:55	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 15:55	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 15:55	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 15:55	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 15:55	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 15:55	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 15:55	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 15:55	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 15:55	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 15:55	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 15:55	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:55	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 15:55	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 15:55	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 15:55	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 15:55	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:55	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 15:55	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 15:55	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 15:55	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 15:55	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 15:55	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 15:55	ZZ	
Acetone	ND	1	12	ug/m3		08/15/19 15:55	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 15:55	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 15:55	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 15:55	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 15:55	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 15:55	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 15:55	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 15:55	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 15:55	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 15:55	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 15:55	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 15:55	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 15:55	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 15:55	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 15:55	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 15:55	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 15:55	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 15:55	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 15:55	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 15:55	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 15:55	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 15:55	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 15:55	ZZ	
m and p-Xylene	ND	1	4.3	ug/m3		08/15/19 15:55	ZZ	
Methylene chloride	**11.0**	1	3.5	ug/m3		08/15/19 15:55	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 15:55	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 15:55	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 10:32	**Site:**			
Sample #:	**418200-003**	**Client Sample #:**	SV-3-15	**Sample Type:**	

Notes: Canister ID: C90074
Flow Control ID: 00237
Initial Pressure: <-30 in. Hg
Final Pressure: -8 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 15:55	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 15:55	ZZ	
Tetrachloroethene	**860**	1	6.8	ug/m3		08/15/19 15:55	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 15:55	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 15:55	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 15:55	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 15:55	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 15:55	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 15:55	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 15:55	ZZ	
Xylenes (Total)	ND	1	4.3	ug/m3		08/15/19 15:55	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*95*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 11:28	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 11:28	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 11:28	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 11:09	**Site:**			
Sample #:	**418200-004**	**Client Sample #:**	SV-4-5	**Sample Type:**	

Notes: Canister ID: C90080
Flow Control ID: 00245
Initial Pressure: <-30 in. Hg
Final Pressure: -7 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 09:01	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 09:01	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 09:01	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 09:01	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 09:01	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 09:01	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 09:01	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 09:01	ZZ	
1,2,4-Trimethylbenzene	**11.1**	1	4.9	ug/m3		08/15/19 09:01	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 09:01	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 09:01	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:01	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 09:01	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 09:01	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 09:01	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 09:01	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:01	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:01	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 09:01	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 09:01	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 09:01	ZZ	
4-Ethyltoluene	**6.9**	1	4.9	ug/m3		08/15/19 09:01	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 09:01	ZZ	
Acetone	**42.0**	1	12	ug/m3		08/15/19 09:01	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 09:01	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 09:01	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 09:01	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 09:01	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 09:01	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 09:01	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 09:01	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 09:01	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 09:01	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 09:01	ZZ	
Chloroform	**6.5**	1	4.9	ug/m3		08/15/19 09:01	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 09:01	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 09:01	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 09:01	ZZ	
Cyclohexane	**7.0**	1	3.4	ug/m3		08/15/19 09:01	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 09:01	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 09:01	ZZ	
Ethylbenzene	**7.8**	1	4.3	ug/m3		08/15/19 09:01	ZZ	
Heptane	**4.8**	1	4.1	ug/m3		08/15/19 09:01	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 09:01	ZZ	
Hexane	**13.9**	1	3.5	ug/m3		08/15/19 09:01	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 09:01	ZZ	
m and p-Xylene	**50.0**	1	4.3	ug/m3		08/15/19 09:01	ZZ	
Methylene chloride	**5.4**	1	3.5	ug/m3		08/15/19 09:01	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 09:01	ZZ	
o-Xylene	**23.3**	1	4.3	ug/m3		08/15/19 09:01	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 11:09	**Site:**			
Sample #:	**418200-004**	**Client Sample #:**	SV-4-5	**Sample Type:**	

Notes: Canister ID: C90080
Flow Control ID: 00245
Initial Pressure: <-30 in. Hg
Final Pressure: -7 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 09:01	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 09:01	ZZ	
Tetrachloroethene	**980**	1	6.8	ug/m3		08/15/19 09:01	ZZ	
Toluene	**9.8**	1	3.8	ug/m3		08/15/19 09:01	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 09:01	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 09:01	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 09:01	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 09:01	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 09:01	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 09:01	ZZ	
Xylenes (Total)	**73.3**	1	4.3	ug/m3		08/15/19 09:01	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*97*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 12:02	EW	
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 12:02	EW	
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 12:02	EW	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 11:45	**Site:**			
Sample #:	**418200-005**	**Client Sample #:**	SV-3-5	**Sample Type:**	

Notes: Canister ID: C90040
Flow Control ID: 0007
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 09:45	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 09:45	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 09:45	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 09:45	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 09:45	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 09:45	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 09:45	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 09:45	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 09:45	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 09:45	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 09:45	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:45	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 09:45	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 09:45	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 09:45	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 09:45	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:45	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 09:45	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 09:45	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 09:45	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 09:45	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 09:45	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 09:45	ZZ	
Acetone	**60.9**	1	12	ug/m3		08/15/19 09:45	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 09:45	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 09:45	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 09:45	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 09:45	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 09:45	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 09:45	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 09:45	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 09:45	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 09:45	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 09:45	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 09:45	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 09:45	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 09:45	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 09:45	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 09:45	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 09:45	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 09:45	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 09:45	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 09:45	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 09:45	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 09:45	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 09:45	ZZ	
m and p-Xylene	**4.5**	1	4.3	ug/m3		08/15/19 09:45	ZZ	
Methylene chloride	ND	1	3.5	ug/m3		08/15/19 09:45	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 09:45	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 09:45	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 11:45	**Site:**			
Sample #:	**418200-005**	**Client Sample #:**	SV-3-5	**Sample Type:**	

Notes: Canister ID: C90040
Flow Control ID: 0007
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 09:45	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 09:45	ZZ	
Tetrachloroethene	**1100**	1	6.8	ug/m3		08/15/19 09:45	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 09:45	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 09:45	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 09:45	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 09:45	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 09:45	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 09:45	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 09:45	ZZ	
Xylenes (Total)	**4.5**	1	4.3	ug/m3		08/15/19 09:45	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*96*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 14:43	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 14:43	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 14:43	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 13:23	**Site:**			
Sample #:	**418200-006**	**Client Sample #:**	SV-1-5	**Sample Type:**	

Notes: Canister ID: 5731
Flow Control ID: 0009
Initial Pressure: -29 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 11:40	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 11:40	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 11:40	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 11:40	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 11:40	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 11:40	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 11:40	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 11:40	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 11:40	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 11:40	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 11:40	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 11:40	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 11:40	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 11:40	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 11:40	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 11:40	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 11:40	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 11:40	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 11:40	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 11:40	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 11:40	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 11:40	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 11:40	ZZ	
Acetone	**77.7**	1	12	ug/m3		08/15/19 11:40	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 11:40	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 11:40	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 11:40	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 11:40	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 11:40	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 11:40	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 11:40	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 11:40	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 11:40	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 11:40	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 11:40	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 11:40	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 11:40	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 11:40	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 11:40	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 11:40	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 11:40	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 11:40	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 11:40	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 11:40	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 11:40	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 11:40	ZZ	
m and p-Xylene	ND	1	4.3	ug/m3		08/15/19 11:40	ZZ	
Methylene chloride	ND	1	3.5	ug/m3		08/15/19 11:40	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 11:40	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 11:40	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 13:23	**Site:**			
Sample #:	**418200-006**	**Client Sample #:**	SV-1-5	**Sample Type:**	

Notes: Canister ID: 5731
Flow Control ID: 0009
Initial Pressure: -29 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 11:40	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 11:40	ZZ	
Tetrachloroethene	**340**	1	6.8	ug/m3		08/15/19 11:40	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 11:40	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 11:40	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 11:40	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 11:40	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 11:40	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 11:40	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 11:40	ZZ	
Xylenes (Total)	ND	1	4.3	ug/m3		08/15/19 11:40	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*96*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 15:17	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 15:17	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 15:17	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 13:43	**Site:**			
Sample #:	**418200-007**	**Client Sample #:**	SV-1-15	**Sample Type:**	

Notes: Canister ID: C90071
Flow Control ID: 00236
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 12:22	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 12:22	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 12:22	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 12:22	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 12:22	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 12:22	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 12:22	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 12:22	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 12:22	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 12:22	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 12:22	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 12:22	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 12:22	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 12:22	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 12:22	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 12:22	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 12:22	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 12:22	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 12:22	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 12:22	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 12:22	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 12:22	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 12:22	ZZ	
Acetone	**36.9**	1	12	ug/m3		08/15/19 12:22	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 12:22	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 12:22	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 12:22	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 12:22	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 12:22	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 12:22	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 12:22	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 12:22	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 12:22	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 12:22	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 12:22	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 12:22	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 12:22	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 12:22	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 12:22	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 12:22	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 12:22	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 12:22	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 12:22	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 12:22	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 12:22	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 12:22	ZZ	
m and p-Xylene	ND	1	4.3	ug/m3		08/15/19 12:22	ZZ	
Methylene chloride	ND	1	3.5	ug/m3		08/15/19 12:22	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 12:22	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 12:22	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 13:43	**Site:**			
Sample #:	**418200-007**	**Client Sample #:**	SV-1-15	**Sample Type:**	

Notes: Canister ID: C90071
Flow Control ID: 00236
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 12:22	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 12:22	ZZ	
Tetrachloroethene	**460**	1	6.8	ug/m3		08/15/19 12:22	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 12:22	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 12:22	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 12:22	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 12:22	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 12:22	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 12:22	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 12:22	ZZ	
Xylenes (Total)	ND	1	4.3	ug/m3		08/15/19 12:22	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*95*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 15:49	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 15:49	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 15:49	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 14:24	**Site:**			
Sample #:	**418200-008**	**Client Sample #:**	SV-2-5	**Sample Type:**	

Notes: Canister ID: C90064
Flow Control ID: 00232
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 13:05	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 13:05	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 13:05	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 13:05	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 13:05	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 13:05	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 13:05	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 13:05	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 13:05	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 13:05	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 13:05	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:05	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 13:05	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 13:05	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 13:05	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 13:05	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:05	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:05	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 13:05	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 13:05	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 13:05	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 13:05	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 13:05	ZZ	
Acetone	**63.6**	1	12	ug/m3		08/15/19 13:05	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 13:05	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 13:05	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 13:05	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 13:05	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 13:05	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 13:05	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 13:05	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 13:05	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 13:05	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 13:05	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 13:05	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 13:05	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 13:05	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 13:05	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 13:05	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 13:05	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 13:05	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 13:05	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 13:05	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 13:05	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 13:05	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 13:05	ZZ	
m and p-Xylene	ND	1	4.3	ug/m3		08/15/19 13:05	ZZ	
Methylene chloride	**15.8**	1	3.5	ug/m3		08/15/19 13:05	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 13:05	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 13:05	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 14:24	**Site:**			
Sample #:	**418200-008**	**Client Sample #:**	SV-2-5	**Sample Type:**	

Notes: Canister ID: C90064
Flow Control ID: 00232
Initial Pressure: -30 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 13:05	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 13:05	ZZ	
Tetrachloroethene	**360**	1	6.8	ug/m3		08/15/19 13:05	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 13:05	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 13:05	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 13:05	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 13:05	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 13:05	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 13:05	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 13:05	ZZ	
Xylenes (Total)	ND	1	4.3	ug/m3		08/15/19 13:05	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*94*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 16:22	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 16:22	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 16:22	EW

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 14:55	**Site:**			
Sample #:	**418200-009**	**Client Sample #:**	SV-2-15	**Sample Type:**	

Notes: Canister ID: C90031
Flow Control ID: 00246
Initial Pressure: -29 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Method: EPA TO-15 Prep Method: Method						QCBatchID: QC1205337		
1,1,1-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 13:48	ZZ	
1,1,2,2-Tetrachloroethane	ND	1	6.9	ug/m3		08/15/19 13:48	ZZ	
1,1,2-Trichloroethane	ND	1	5.5	ug/m3		08/15/19 13:48	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	1	7.7	ug/m3		08/15/19 13:48	ZZ	
1,1-Dichloroethane	ND	1	4	ug/m3		08/15/19 13:48	ZZ	
1,1-Dichloroethene	ND	1	4	ug/m3		08/15/19 13:48	ZZ	
1,1-Difluoroethane	ND	1	2.7	ug/m3		08/15/19 13:48	ZZ	
1,2,4-Trichlorobenzene	ND	1	7.4	ug/m3		08/15/19 13:48	ZZ	
1,2,4-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 13:48	ZZ	
1,2-Dibromoethane	ND	1	7.7	ug/m3		08/15/19 13:48	ZZ	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	1	7	ug/m3		08/15/19 13:48	ZZ	
1,2-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:48	ZZ	
1,2-Dichloroethane	ND	1	4	ug/m3		08/15/19 13:48	ZZ	
1,2-Dichloropropane	ND	1	4.6	ug/m3		08/15/19 13:48	ZZ	
1,3,5-Trimethylbenzene	ND	1	4.9	ug/m3		08/15/19 13:48	ZZ	
1,3-Butadiene	ND	1	2.2	ug/m3		08/15/19 13:48	ZZ	
1,3-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:48	ZZ	
1,4-Dichlorobenzene	ND	1	6	ug/m3		08/15/19 13:48	ZZ	
1,4-Dioxane	ND	1	18	ug/m3		08/15/19 13:48	ZZ	
2-Butanone (MEK)	ND	1	15	ug/m3		08/15/19 13:48	ZZ	
2-Hexanone	ND	1	20	ug/m3		08/15/19 13:48	ZZ	
4-Ethyltoluene	ND	1	4.9	ug/m3		08/15/19 13:48	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	1	4.1	ug/m3		08/15/19 13:48	ZZ	
Acetone	**30.1**	1	12	ug/m3		08/15/19 13:48	ZZ	
Benzene	ND	1	3.2	ug/m3		08/15/19 13:48	ZZ	
Benzyl Chloride	ND	1	5.2	ug/m3		08/15/19 13:48	ZZ	
Bromodichloromethane	ND	1	6.7	ug/m3		08/15/19 13:48	ZZ	
Bromoform	ND	1	10	ug/m3		08/15/19 13:48	ZZ	
Bromomethane	ND	1	3.9	ug/m3		08/15/19 13:48	ZZ	
Carbon disulfide	ND	1	3.1	ug/m3		08/15/19 13:48	ZZ	
Carbon Tetrachloride	ND	1	6.3	ug/m3		08/15/19 13:48	ZZ	
Chlorobenzene	ND	1	4.6	ug/m3		08/15/19 13:48	ZZ	
Chlorodibromomethane	ND	1	8.5	ug/m3		08/15/19 13:48	ZZ	
Chloroethane	ND	1	2.6	ug/m3		08/15/19 13:48	ZZ	
Chloroform	ND	1	4.9	ug/m3		08/15/19 13:48	ZZ	
Chloromethane	ND	1	2.1	ug/m3		08/15/19 13:48	ZZ	
cis-1,2-Dichloroethene	ND	1	4	ug/m3		08/15/19 13:48	ZZ	
cis-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 13:48	ZZ	
Cyclohexane	ND	1	3.4	ug/m3		08/15/19 13:48	ZZ	
Dichlorodifluoromethane	ND	1	4.9	ug/m3		08/15/19 13:48	ZZ	
Ethyl Acetate	ND	1	18	ug/m3		08/15/19 13:48	ZZ	
Ethylbenzene	ND	1	4.3	ug/m3		08/15/19 13:48	ZZ	
Heptane	ND	1	4.1	ug/m3		08/15/19 13:48	ZZ	
Hexachlorobutadiene	ND	1	11	ug/m3		08/15/19 13:48	ZZ	
Hexane	ND	1	3.5	ug/m3		08/15/19 13:48	ZZ	
Isopropyl alcohol (IPA)	ND	1	12	ug/m3		08/15/19 13:48	ZZ	
m and p-Xylene	ND	1	4.3	ug/m3		08/15/19 13:48	ZZ	
Methylene chloride	**5.8**	1	3.5	ug/m3		08/15/19 13:48	ZZ	
Methyl-t-butyl Ether (MTBE)	ND	1	3.6	ug/m3		08/15/19 13:48	ZZ	
o-Xylene	ND	1	4.3	ug/m3		08/15/19 13:48	ZZ	

Matrix:	Air	**Client:**	Roux Associates, Inc.	**Collector:**	Client
Sampled:	08/09/2019 14:55	**Site:**			
Sample #:	**418200-009**	**Client Sample #:**	SV-2-15	**Sample Type:**	

Notes: Canister ID: C90031
Flow Control ID: 00246
Initial Pressure: -29 in. Hg
Final Pressure: -5 in. Hg

Analyte	Result	DF	RDL	Units	Prepared	Analyzed	By	Notes
Propene	ND	1	1.7	ug/m3		08/15/19 13:48	ZZ	
Styrene	ND	1	4.2	ug/m3		08/15/19 13:48	ZZ	
Tetrachloroethene	**430**	1	6.8	ug/m3		08/15/19 13:48	ZZ	
Toluene	ND	1	3.8	ug/m3		08/15/19 13:48	ZZ	
trans-1,2-dichloroethene	ND	1	4	ug/m3		08/15/19 13:48	ZZ	
trans-1,3-dichloropropene	ND	1	4.5	ug/m3		08/15/19 13:48	ZZ	
Trichloroethene	ND	1	5.4	ug/m3		08/15/19 13:48	ZZ	
Trichlorofluoromethane	ND	1	5.6	ug/m3		08/15/19 13:48	ZZ	
Vinyl acetate	ND	1	3.5	ug/m3		08/15/19 13:48	ZZ	
Vinyl Chloride	ND	1	2.6	ug/m3		08/15/19 13:48	ZZ	
Xylenes (Total)	ND	1	4.3	ug/m3		08/15/19 13:48	ZZ	

Surrogate	*% Recovery*	*Limits*	*Notes*
4-Bromofluorobenzene (SUR)	*94*	*60-140*	

Method: EPA TO-3M Prep Method: Method QCBatchID: QC1205427

TPH Gasoline	ND	1.5	7.5	Vppm		08/14/19 16:57	EW
TPH gasoline ugL	ND	1.5	30.675	ug/L		08/14/19 16:57	EW
TPH gasoline ugM3	ND	1.5	30675	ug/cubic meter		08/14/19 16:57	EW

QCBatchID: QC1205337	**Analyst:** nicollez		**Method:** EPA TO-15		
Matrix: Air	**Analyzed:** 08/14/2019		**Instrument:** VOA-MS (group)		

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205337MB1					
1,1,1-Trichloroethane	ND	ug/m3		5.5	
1,1,2,2-Tetrachloroethane	ND	ug/m3		6.9	
1,1,2-Trichloroethane	ND	ug/m3		5.5	
1,1,2-Trichlorotrifluoroethane	ND	ug/m3		7.7	
1,1-Dichloroethane	ND	ug/m3		4	
1,1-Dichloroethene	ND	ug/m3		4	
1,1-Difluoroethane	ND	ug/m3		2.7	
1,2,4-Trichlorobenzene	ND	ug/m3		7.4	
1,2,4-Trimethylbenzene	ND	ug/m3		4.9	
1,2-Dibromoethane	ND	ug/m3		7.7	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	ug/m3		7	
1,2-Dichlorobenzene	ND	ug/m3		6	
1,2-Dichloroethane	ND	ug/m3		4	
1,2-Dichloropropane	ND	ug/m3		4.6	
1,3,5-Trimethylbenzene	ND	ug/m3		4.9	
1,3-Butadiene	ND	ug/m3		2.2	
1,3-Dichlorobenzene	ND	ug/m3		6	
1,4-Dichlorobenzene	ND	ug/m3		6	
1,4-Dioxane	ND	ug/m3		18	
2,2,4-Trimethylpentane	ND	ug/m3		4.7	
2-Butanone (MEK)	ND	ug/m3		15	
2-Chlorotoluene	ND	ug/m3		5.2	
2-Hexanone	ND	ug/m3		20	
3-Chloropropene	ND	ug/m3		3.1	
4-Ethyltoluene	ND	ug/m3		4.9	
4-Methyl-2-pentanone (MIBK)	ND	ug/m3		4.1	
Acetone	ND	ug/m3		12	
Acrolein	ND	ug/m3		11	
Benzene	ND	ug/m3		3.2	
Benzyl Chloride	ND	ug/m3		5.2	
Bromodichloromethane	ND	ug/m3		6.7	
Bromoethene	ND	ug/m3		4.4	
Bromoform	ND	ug/m3		10	
Bromomethane	ND	ug/m3		3.9	
Butane	ND	ug/m3		2.4	
Carbon disulfide	ND	ug/m3		3.1	
Carbon Tetrachloride	ND	ug/m3		6.3	
Chlorobenzene	ND	ug/m3		4.6	
Chlorodibromomethane	ND	ug/m3		8.5	
Chloroethane	ND	ug/m3		2.6	
Chloroform	ND	ug/m3		4.9	
Chloromethane	ND	ug/m3		2.1	
cis-1,2-Dichloroethene	ND	ug/m3		4	
cis-1,3-dichloropropene	ND	ug/m3		4.5	
Cyclohexane	ND	ug/m3		3.4	
Dichlorobenzenes (Total)	ND	ug/m3		6	
Dichlorodifluoromethane	ND	ug/m3		4.9	
Di-isopropyl ether (DIPE)	ND	ug/m3		6	
Ethanol	ND	ug/m3		9.4	
Ethyl Acetate	ND	ug/m3		18	
Ethylbenzene	ND	ug/m3		4.3	
Ethyl-tertbutylether (ETBE)	ND	ug/m3			

QCBatchID: QC1205337 **Analyst:** nicollez **Method:** EPA TO-15

Matrix: Air **Analyzed:** 08/14/2019 **Instrument:** VOA-MS (group)

Analyte	Blank Result	Units		RDL	Notes
QC1205337MB1					
Heptane	ND	ug/m3		4.1	
Hexachlorobutadiene	ND	ug/m3		11	
Hexane	ND	ug/m3		3.5	
Isobutane	ND	ug/m3		2.4	
Isopropyl alcohol (IPA)	ND	ug/m3		12	
Isopropylbenzene	ND	ug/m3		4.9	
m and p-Xylene	ND	ug/m3		4.3	
Methyl methacrylate	ND	ug/m3		20	
Methylene chloride	ND	ug/m3		3.5	
Methyl-t-butyl Ether (MTBE)	ND	ug/m3		3.6	
Naphthalene	ND	ug/m3		5.2	
n-Nonane	ND	ug/m3		5.2	
n-Pentane	ND	ug/m3		3	
o-Xylene	ND	ug/m3		4.3	
Propene	ND	ug/m3		1.7	
Propylbenzene	ND	ug/m3		4.9	
Styrene	ND	ug/m3		4.2	
t-Butyl alcohol (TBA)	ND	ug/m3		3	
Tert-amylmethylether (TAME)	ND	ug/m3			
Tetrachloroethene	ND	ug/m3		6.8	
Tetrahydrofuran	ND	ug/m3		15	
Toluene	ND	ug/m3		3.8	
trans-1,2-dichloroethene	ND	ug/m3		4	
trans-1,3-dichloropropene	ND	ug/m3		4.5	
Trichloroethene	ND	ug/m3		5.4	
Trichlorofluoromethane	ND	ug/m3		5.6	
Vinyl acetate	ND	ug/m3		3.5	
Vinyl Chloride	ND	ug/m3		2.6	
Xylenes (Total)	ND	ug/m3		4.3	

Duplicate Summary

Analyte	Sample Amount	Duplicate Amount	Units	RPD	Limits RPD	Notes
QC1205337DUP1						**Source: 418200-005**
1,1,1-Trichloroethane	ND	ND	ug/m3	0.0	30	
1,1,2,2-Tetrachloroethane	ND	ND	ug/m3	0.0	30	
1,1,2-Trichloroethane	ND	ND	ug/m3	0.0	30	
1,1,2-Trichlorotrifluoroethane	ND	ND	ug/m3	0.0	30	
1,1-Dichloroethane	ND	ND	ug/m3	0.0	30	
1,1-Dichloroethene	ND	ND	ug/m3	0.0	30	
1,1-Difluoroethane	ND	ND	ug/m3	0.0	30	
1,2,4-Trichlorobenzene	ND	ND	ug/m3	0.0	30	
1,2,4-Trimethylbenzene	ND	ND	ug/m3	0.0	30	
1,2-Dibromoethane	ND	ND	ug/m3	0.0	30	
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND	ND	ug/m3	0.0	30	
1,2-Dichlorobenzene	ND	ND	ug/m3	0.0	30	
1,2-Dichloroethane	ND	ND	ug/m3	0.0	30	
1,2-Dichloropropane	ND	ND	ug/m3	0.0	30	
1,3,5-Trimethylbenzene	ND	ND	ug/m3	0.0	30	
1,3-Butadiene	ND	ND	ug/m3	0.0	30	
1,3-Dichlorobenzene	ND	ND	ug/m3	0.0	30	
1,4-Dichlorobenzene	ND	ND	ug/m3	0.0	30	
1,4-Dioxane	ND	ND	ug/m3	0.0	30	

QCBatchID: QC1205337 **Analyst:** nicollez **Method:** EPA TO-15

Matrix: Air **Analyzed:** 08/14/2019 **Instrument:** VOA-MS (group)

Analyte	Sample Amount	Duplicate Amount	Units	RPD	Limits RPD	Notes
QC1205337DUP1						**Source: 418200-005**
2-Butanone (MEK)	ND	ND	ug/m3	0.0	30	
2-Hexanone	ND	ND	ug/m3	0.0	30	
4-Ethyltoluene	ND	ND	ug/m3	0.0	30	
4-Methyl-2-pentanone (MIBK)	ND	ND	ug/m3	0.0	30	
Acetone	60.9	62.9	ug/m3	3.2	30	
Benzene	ND	ND	ug/m3	0.0	30	
Benzyl Chloride	ND	ND	ug/m3	0.0	30	
Bromodichloromethane	ND	ND	ug/m3	0.0	30	
Bromoform	ND	ND	ug/m3	0.0	30	
Bromomethane	ND	ND	ug/m3	0.0	30	
Carbon disulfide	ND	ND	ug/m3	0.0	30	
Carbon Tetrachloride	ND	ND	ug/m3	0.0	30	
Chlorobenzene	ND	ND	ug/m3	0.0	30	
Chlorodibromomethane	ND	ND	ug/m3	0.0	30	
Chloroethane	ND	ND	ug/m3	0.0	30	
Chloroform	ND	ND	ug/m3	0.0	30	
Chloromethane	ND	ND	ug/m3	0.0	30	
cis-1,2-Dichloroethene	ND	ND	ug/m3	0.0	30	
cis-1,3-dichloropropene	ND	ND	ug/m3	0.0	30	
Cyclohexane	ND	ND	ug/m3	0.0	30	
Dichlorodifluoromethane	ND	ND	ug/m3	0.0	30	
Ethyl Acetate	ND	ND	ug/m3	0.0	30	
Ethylbenzene	ND	ND	ug/m3	0.0	30	
Heptane	ND	ND	ug/m3	0.0	30	
Hexachlorobutadiene	ND	ND	ug/m3	0.0	30	
Hexane	ND	ND	ug/m3	0.0	30	
Isopropyl alcohol (IPA)	ND	ND	ug/m3	0.0	30	
m and p-Xylene	4.5	4.5	ug/m3	0.0	30	
Methylene chloride	ND	ND	ug/m3	0.0	30	
Methyl-t-butyl Ether (MTBE)	ND	ND	ug/m3	0.0	30	
o-Xylene	ND	ND	ug/m3	0.0	30	
Propene	ND	ND	ug/m3	0.0	30	
Styrene	ND	ND	ug/m3	0.0	30	
Tetrachloroethene	1100	1100	ug/m3	0.0	30	
Toluene	ND	ND	ug/m3	0.0	30	
trans-1,2-dichloroethene	ND	ND	ug/m3	0.0	30	
trans-1,3-dichloropropene	ND	ND	ug/m3	0.0	30	
Trichloroethene	ND	ND	ug/m3	0.0	30	
Trichlorofluoromethane	ND	ND	ug/m3	0.0	30	
Vinyl acetate	ND	ND	ug/m3	0.0	30	
Vinyl Chloride	ND	ND	ug/m3	0.0	30	
Xylenes (Total)	4.5	4.5	ug/m3	0.0	30	

QCBatchID: QC1205427	**Analyst:** sandyw		**Method:** EPA TO-3M		
Matrix: Air	**Analyzed:** 08/14/2019		**Instrument:** VOA-GC (group)		

Blank Summary

Analyte	Blank Result	Units		RDL	Notes
QC1205427MB1					
TPH Gasoline	ND	ug/L		20	
TPH Gasoline mg/m3	ND	mg/m3		20	
TPH Gasoline ug/m3	ND	ug/m3		20000	
TPH Gasoline Vppb	ND	Vppb		5000	
TPH Gasoline Vppm	ND	Vppm		5	

Duplicate Summary

Analyte	Sample Amount	Duplicate Amount	Units	RPD	Limits RPD	Notes
QC1205427DUP1						**Source: 418260-001**
TPH Gasoline	32	31	ug/L	3.2	20	
TPH Gasoline Vppm	7.7	7.6	Vppm	1.3	20	

Data Qualifiers and Definitions

Qualifiers

A	See Report Comments.
B	Analyte was present in an associated method blank.
B1	Analyte was present in a sample and associated method blank greater than MDL but less than RDL.
BQ1	No valid test replicates. Sample Toxicity is possible. Best result was reported.
BQ2	No valid test replicates.
BQ3	No valid test replicates. Final DO is less than 1.0 mg/L. Result may be greater.
BQ4	Minor Dissolved Oxygen loss was observed in the blank water check, however, the LCS was within criteria, validating the batch.
BQ5	Minor Dissolved Oxygen loss was observed in the blank water check.
C	Possible laboratory contamination.
D	RPD was not within control limits. The sample data was reported without further clarification.
D1	Lesser amount of sample was used due to insufficient amount of sample supplied.
D2	Reporting limit is elevated due to sample matrix. Target analyte was not detected above the elevated reporting limit.
D3	Insufficient sample was supplied for TCLP. Client was notified. TCLP was performed per the Client's instructions.
DW	Sample result is calculated on a dry weigh basis.
E	Concentration is estimated because it exceeds the quantification limits of the method.
I	The sample was read outside of the method required incubation period.
IR	Inconclusive Result. Legionella is present, however, there is possible non-specific agglutination preventing specific identification.
J	Reported value is estimated
L	The laboratory control sample (LCS) or laboratory control sample duplicate (LCSD) was out of control limits. Associated sample data was reported with qualifier.
L2	LCS did not meet recovery criteria, however, the MS and/or MSD met LCS recovery criteria, validating the batch.
M	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits due to matrix interference. The associated LCS and/or LCSD was within control limits and the sample data was reported without further clarification.
M1	The matrix spike (MS) or matrix spike duplicate (MSD) is not within control limits due to matrix interference.
M2	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits. The associated LCS and/or LCSD was not within control limits. Sample result is estimated.
N1	Sample chromatography does not match the specified TPH standard pattern.
NC	The analyte concentration in the sample exceeded the spike level by a factor of four or greater, spike recovery and limits do not apply.
P	Sample was received without proper preservation according to EPA guidelines.
P1	Temperature of sample storage refrigerator was out of acceptance limits.
P2	The sample was preserved within 24 hours of collection in accordance with EPA 218.6.
P3	Per Client request, sample was composited for volatile analysis. Sample compositing for volatile analysis is not recommended due to potential loss of target analytes. Results may be biased low.
Q1	Analyte Calibration Verification exceeds criteria. The result is estimated.
Q2	Analyte calibration was not verified and the result was estimated.
Q3	Analyte initial calibration was not available or exceeds criteria. The result was estimated.
S	The surrogate recovery was out of control limits due to matrix interference. The associated method blank surrogate recovery was within control limits and the sample data was reported without further clarification.
S1	The associated surrogate recovery was out of control limits; result is estimated.
S2	The surrogate was diluted out due to the presence of high concentrations of target and/or non-target compounds. Surrogate recoveries in the associated batch QC met recovery criteria.
S3	Internal Standard did not meet recovery limits. Analyte concentration is estimated.
T	Sample was extracted/analyzed past the holding time.
T1	Reanalysis was reported past hold time due to failing replicates in the original analysis (BOD only).
T2	Sample was analyzed ASAP but received and analyzed past the 15 minute holding time.
T3	Sample received and analyzed out of hold time per client's request.
T4	Sample was analyzed out of hold time per client's request.
T5	Reanalysis was reported past hold time. The original analysis was within hold time, but not reportable.
T6	Hold time is indeterminable due to unspecified sampling time.
T7	Sample was analyzed past hold time due to insufficient time remaining at time of receipt.

Definitions

DF	Dilution Factor
MDL	Method Detection Limit. Result is reported ND when it is less than or equal to MDL.
ND	Analyte was not detected or was less than the detection limit.
NR	Not Reported. See Report Comments.
RDL	Reporting Detection Limit
TIC	Tentatively Identified Compounds

ENTHALPY ANALYTICAL

Chain of Custody Record

Lab No: 418200

Page: 1 of 1

Turn Around Time (Rush must be pre-arranged)

Standard:	X	4 Day:		3 Day:	
2 Day:		1 Day:		Same Day:	

Enthalpy Analytical - Orange

931 W. Barkley Avenue, Orange, CA 92868

Phone 714-771-6900

Matrix: A = Air DW = Drinking Water F = Food SD = Sediment T = Tissue PP = Pure Product S = Solid/Soil SeaW = Sea Water SW = Swab W = Water WP = Wipe O = Other

Preservatives: 1 = $Na_2S_2O_3$ 2 = HCl 3 = HNO_3 4 = H_2SO_4 5 = NaOH 6 = Other

CUSTOMER INFORMATION		PROJECT INFORMATION	
Company:	Roux Associates	Name:	1784 - North Hollywood
Report To:	Peter Shimer	Number:	3085
Email:	pshimer@rouxinc.com	P.O. #:	
Address:	5150 E. Pacific Coast Hwy, Ste 450	Address:	5444 Vineland Ave, North Hollywood
Phone:	310-879-4700	Global ID:	
Fax:		Sampled By:	M. Nishibayashi

	Sample ID	Sampling Date	Sampling Time	Matrix	Container No. / Size	Pres.	TO-15 Scan VOCs	TO-3 TPH-g	Start Vacuum (in Hg)	End Vacuum (in Hg)	Test Instructions / Comments
1	SV-4-15	8/9/19	0942	A	C90049 / 1L	—	X	X	30	5	Regulator ID: 00267
2	SV-4-15-D		0935		C90003 / 1L	—			30	5	Regulator ID: 0001
3	SV-3-15		1032		C90074 / 1L	—			30	8	Regulator ID: 00237
4	SV-4-5		1109		C90080 / 1L	—			30	7	Regulator ID: 00245
5	SV-3-5		1145		C90040 / 1L	—			30	5	Regulator ID: 0007
6	SV-1-5		1323		5731 / 1L	—			29	5	Regulator ID: 0009
7	SV-1-15		1343		C90071 / 1L	—			30	5	Regulator ID: 00236
8	SV-2-5		1424		C90064 / 1L	—			30	5	Regulator ID: 00232
9	SV-2-15		1455		C90031 / 1L	—			29	5	Regulator ID: 00246
10											

Leak check compound 1,1-DFA

Report Due By: 8/16/19 per Ranjit Clarke

MN

	Signature	Print Name	Company / Title	Date / Time
1 Relinquished By:		Mark Nishibayashi	Roux	8/12/19 1037
1 Received By:		Leo Trapp	En Kadigy	8-12-19 10:37
2 Relinquished By:		[illegible]	L	8-12-19 1524
2 Received By:		[illegible]	GX	8/12/19 1540
3 Relinquished By:				
3 Received By:				

ENTHALPY ANALYTICAL

SAMPLE ACCEPTANCE CHECKLIST

Section 1

Client: Roux Associates Project: 1784 North Hollywood

Date Received: 8/12/19 Sampler's Name Present: ☑ Yes ☐ No

Section 2

Sample(s) received in a cooler? ☐ Yes, How many? _____ ☑ No (skip section 2) Sample Temp (°C) (No Cooler): 25.2

Sample Temp (°C), One from each cooler: #1: _____ #2: _____ #3: _____ #4: _____

(Acceptance range is < 6°C but not frozen (for Microbiology samples, acceptance range is < 10°C but not frozen). It is acceptable for samples collected the same day as sample receipt to have a higher temperature as long as there is evidence that cooling has begun.)

Shipping Information: _____

Section 3

Was the cooler packed with: ☐ Ice ☐ Ice Packs ☐ Bubble Wrap ☐ Styrofoam ☐ Paper ☐ None ☐ Other _____

Cooler Temp (°C): #1: _____ #2: _____ #3: _____ #4: _____

Section 4	YES	NO	N/A
Was a COC received?	✓		
Are sample IDs present?	✓		
Are sampling dates & times present?	✓		
Is a relinquished signature present?	✓		
Are the tests required clearly indicated on the COC?	✓		
Are custody seals present?		✓	
If custody seals are present, were they intact?			✓
Are all samples sealed in plastic bags? (Recommended for Microbiology samples)			✓
Did all samples arrive intact? If no, indicate in Section 4 below.	✓		
Did all bottle labels agree with COC? (ID, dates and times)	✓		
Were the samples collected in the correct containers for the required tests?	✓		
Are the containers labeled with the correct preservatives?			✓
Is there headspace in the VOA vials greater than 5-6 mm in diameter?			✓
Was a sufficient amount of sample submitted for the requested tests?	✓		

Section 5 Explanations/Comments

Section 6

For discrepancies, how was the Project Manager notified? ☐ Verbal PM Initials: _____ Date/Time _____

☐ Email (email sent to/on): _____ / _____

Project Manager's response:

Completed By: _____ Date: 8/12/19

Enthalpy Analytical, a subsidiary of Montrose Environmental Group, Inc.
931 W. Barkley Ave, Orange, CA 92868 • T: (714) 771-6900 • F: (714) 538-1209
www.enthalpy.com/socal

ATTACHMENT C

Historical Document Research

Los Angeles Regional Water Quality Control Board

Peter Shimer

From: Gallardo, Laura@Waterboards <Laura.Gallardo@waterboards.ca.gov>
Sent: Thursday, July 25, 2019 3:17 PM
To: Angela Truong
Cc: Gallardo, Laura@Waterboards
Subject: File Review Request/Tracking No 2019071801

This message originated outside your organization. Please use caution!

****Please submit future file review requests to the LARWQCB via e-mail to RB4-publicrecords@waterboards.ca.gov****

Thank you for your request to review Regional Board records on

- 5444 Vineland Avenue, North Hollywood, CA 91601- files exist
- 5452 Vineland Avenue, North Hollywood, CA 91601 – no files exist
- 5458 Vineland Avenue, North Hollywood, CA 91601 – no files exist
- 5437 Cleon Avenue, North Hollywood, CA 91601 – no files exist
- 5441 Cleon Avenue, North Hollywood, CA 91601 – no files exist
- 5447 Cleon Avenue, North Hollywood, CA 91601 – no files exist
- 5449 Cleon Avenue, North Hollywood, CA 91601 – no files exist

The Regional Board has determined that it has documents that are responsive to your request and disclosable.

To ensure that the records you wish to examine are available in the Regional Board's File Review Room and that you have sufficient desk space to review them, please call Ms. Cindy Flores at 213.576.6633 to request files and schedule an appointment. The File Review Room is found on the second floor of the Regional Board's Office, located at 320 West Fourth Street in Los Angeles, California.

You may make a copy of any document provided by utilizing one of the self-serve photocopying machines in the File Review Room. For your convenience, the Regional Board provides coin-operated copiers for public use. Copies can be made at a cost of $0.15 per page. Please be advised, however, that the Regional Board cannot make any change. Therefore, please bring plenty of coins and small bills if you intend on using the copy machines. Alternatively, you can bring a photocopying machine or arrange to have a bonded photocopying service come to the Regional Board and make the desired copies. In that the items being provided are official records, the Regional Board requests that appropriate care be taken when reviewing documents and making copies.

File code: REM

Roux Note: Existing files were reviewed and no new information of interest was found.

Los Angeles County Fire Department, Health Hazardous Materials Division

Roux Note: 5444 Vineland Avenue Site Inspection Reports (Redacted)

PLANT VISIT
HAZARDOUS WASTE CONTROL PROGRAM
COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES SIC 7538

COMPANY/NAME: Archer's Vineland Serv.

DATE:	HMS INT	FINDINGS/REMARKS
[redacted]		

INSRPTCB 7/04/88

LA County Fire Department
Facility Information Report

OWNER FILE INFORMATION

☐ Ownership change: _____ (Effective Date) ☐ Update ☐ Out of Business _____ (Effective Date)

Owner ID:	OW0028458
Owner Name:	ARCHERS VINELAND SERVICE INC Tax ID :
Owner DBA:	ARCHERS VINELAND SERVICE INC Drvr Licns :
Owner Address:	
Work/Business Phone:	Not Specified
Billing/Mailing Address:	5444 VINELAND AVE NORTH HOLLYWOOD, CA 91601
ATTN/Care of:	
Ownership Type:	

FACILITY FILE INFORMATION

Facility ID:	FA0028458 Account ID: [redacted]
Facility Name:	ARCHER'S VINELAND SERVICE INC
No. of Employee:	14
Site Location:	5444 VINELAND AVE
	NORTH HOLLYWOOD, CA 91601 EPA ID
Phone:	CERS #
Mailing Address:	5444 VINELAND AVE
	NORTH HOLLYWOOD, CA 91601
Operator/Care of:	E-Mail : Not Specified
District:	N - NORTH
City Code:	LAC LOS ANGELES
CUPA Jurisdiction:	LA
Operating Hours:	Days: Hours:
SIC Code:	7538 - General automotive repair shops
Business Type / Code:	
Station:	LFD

GENERAL HEALTH PROGRAM ELEMENTS

Record ID	Current Program Element	Current Status	# of Unit	Effective Date Beg.	Effective Date End	------- Changes ------- Program Element	Status
PR0036840	1002 - HW GEN, 6-19 EMPLOYEES	Inactive, non-billable			6/2007		

Add Program Element:

Program Element	Status	Effective Date	Program Element	Status	Effective Date

CA Waste Code					
RCRA Waste Code					
AMOUNT per quarter					
UNITS (PGTY) Pounds, Gallons, Tons, Yards					

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION:

PREVIOUS INSPECTIONS

Activity Date	Program Element		Service	Result	Action	Activity Min	Travel Min	Inspector ID	Violation Code
11/02/1999	1002	PR0036840	001	01	00	60	0	EE0000031	0
09/10/2004	1002	PR0036840	001	01	00	90		EE0000125	
10/12/2007	1002	CO0013225	003	17	17	5	45	EE0000083	
10/12/2007	1002	PR0036840	012	07	09	10		EE0000083	

VIOLATIONS LIST

Open	Activity Date	Program Element	Viol Status	Service	Result	Action	Violation Code	Violation Degree	Description

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION:

Field Notes

LIST ORDER OF INSPECTION AS FOLLOWS: I. OPENING CONFERENCE II. WALK THROUGH III. DOCUMENTS IV. CLOSING CONFERENCE V. VIOLATIONS

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION:

LA County Fire Department
Facility Information Report

OWNER FILE INFORMATION

* Clearly make changes/corrections here.

Owner ID: OW0028458 New Owner ID:
Owner Name: ARCHERS VINELAND SERVICE INC Tax ID :
Owner DBA: ARCHERS VINELAND SERVICE INC
Owner Address:

Work/Business Phone: Not Specified
Billing/Mailing Address: 5444 VINELAND AVE
NORTH HOLLYWOOD, CA 91601
ATTN/Care of:
Ownership Type:

FACILITY FILE INFORMATION

Facility ID: FA0028458
Facility Name: ARCHERS VINELAND SERVICE INC
No. of Employee: 14
Site Location: 5444 VINELAND AVE
NORTH HOLLYWOOD, CA 91601
Phone:
Mailing Address: 5444 VINELAND AVE
NORTH HOLLYWOOD, CA 91601
Operator/Care of: E-Mail Address:
District: N - NORTH
City Code: LAC **LOS ANGELES**
CUPA Jurisdiction: LA
Operating Hours: Days: Hours:
SIC Code: 7538 General automotive repair shops Nature of Business:
Business Type / Code:
Station: LFD
Date First Became Operational: 43529

GENERAL HEALTH PROGRAM ELEMENTS

Record ID	Current Program Element	Current Status	EPA #	Effective Date Beg.	Effective Date End	Changes — Program Element	Changes — Status
PR0036840	1002 - HW GEN, 6-19 EMPLOYEES	Active, billable					

Addition Program Element:

CA Waste Code	221				
RCRA Waste Code					
AMOUNT per quarter					
UNITS (PGTY) Pounds, Gallons, Tons, Yards					

CONSENT GIVEN BY: Arnold Aguirre Barrera INSPECTOR SIGNATURE: [signature] EMPLOYEE ID: 125

1st DATE & TIME OF INSPECTION: 9-10-04 2nd DATE & TIME OF INSPECTION:

3rd DATE & TIME OF INSPECTION:

LA County Fire Department
Facility Information Report

Field Notes

LIST ORDER OF INSPECTION AS FOLLOWS: I. OPENING CONFERENCE II. WALK THROUGH III. DOCUMENTS IV. CLOSING CONFERENCE V. VIOLATIONS

On 9-10-04 a routine hazardous waste inspection was conducted at 5444 Vineland Ave in the City of North Hollywood. The manager, Mr. Arnold Aguinebarrena, granted Consent. The EPA # CA1001036872 was observed.

5x55 gallon used oil
1x30 parts washer

Leach oil Company
7-14-04 210Gal used oil # 23804229

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION: _____

Los Angeles County Fire Dept • Health Hazardous Materials Division
Certified Unified Program Agency • Participating Agency

INSPECTION REPORT

REFER REPLY TO:
North (Sylmar) District Office
14425 Olive View Drive
Sylmar, CA. 91342
(818) 364-7120

BUSINESS: Archers Vineland Services	OWNER: Jim Milhoan	DATE: 9-10-04
ADDRESS: 5444 Vineland Ave N# 91601		FA 0028458

The following items, if applicable, have been inspected. This document constitutes a Summary of Violations and Notice to Comply if the violation (V) column is checked.

Reference: Titles 19 and 22 of the California Code of Regulations (CCR), Chapters 6.5, 6.67, and 6.95 of the Health and Safety Code (HSC), and Titles 11 and 12 of the Los Angeles County Code (Co Ord)

	HAZARDOUS WASTE GENERATOR				HAZARDOUS WASTE GENERATOR	
	V	SUBJECT	SECTION	V	SUBJECT	SECTION
1		Hazardous waste determination	CCR 66262.11		Manifest copies retained for 3 years	CCR 66262.40(a)
2		Proper disposal of hazardous waste	HSC 25189.5 (a)		Consolidated manifest requirements	HSC 25160.2
3		Maintain/operate to prevent release/fire	CCR 66265.31		Hazardous waste transported by registered hauler	HSC 25163(a)
4		Hazardous waste labeling	CCR 66262.34(f)		LDR documents retained onsite	CCR 66268.7(a)(6)
5		Hazardous waste accumulation time	CCR 66262.34(a-d)		Hazardous waste analysis retained for 3 years	CCR 66262.40(c)
6		Hazardous materials storage and labeling	CCR 66261.2(f)		Personnel training	CCR 66265.16
7		Satellite accumulation	CCR 66262.34(e)		Contingency plan	CCR 66265.51
8		Containers leaking or not in good condition	CCR 66265.171		Emergency preparedness/prevention	CCR 66265.30-.37
9		Hazardous waste containers closed	CCR 66265.173(a)		Source Reduction requirements for LQGs	CCR 67100.3
10		Separation of incompatibles	CCR 66265.177		Biennial Report requirements	CCR 66262.40-.41
11		Retrograde/accumulated speculatively	CCR 66262.10		Excluded recyclable material management	HSC 25143.2/.9
12		Empty containers	CCR 66261.7		Recyclable Material Report	HSC 25143.10
13		Used oil management	CHSC 25250.4		Site assessment requirements	HSC 25187(a)(1)
14		Used oil filter management	CCR 66266.130		Closure requirements	CCR 66265.111/114
15		Used battery management	CCR 66266.81		Reckless management of hazardous waste	HSC 25189.6
16		Contaminated textile management	HSC 25144.6		Other violation(s)	
17		Container inspection - weekly	CCR 66265.174		**HAZARDOUS MATERIALS HANDLER**	
18		Tank inspection - daily	CCR 66265.195		Contingency plan/inventory submitted	HSC 25503.5
19		Tank operating requirements	CCR 66265.194		Plan and inventory updated & accurate	HSC 25505
20		EPA ID number[submit DTSC form 1358]	CCR 66262.12		Regulated substance registration	HSC 25533(a)
21		Hazardous waste transported with manifest	CCR 66262.20		**ABOVEGROUND PETROLEUM STORAGE TANK**	
22		Hazardous waste manifest complete	CCR 66262.23(a)		SPCC Plan Referral to RWQCB (213) 576-6600	HSC 25270.3
23		Manifest copies to DTSC	CCR 66262.23(a)(4)		**PERMIT REQUIRED** – Submit UP Forms	Co Ord 12.50.075

☑ **NO SIGNIFICANT VIOLATIONS OBSERVED ON DATE OF INSPECTION.**

☐ **NOTICE TO COMPLY: THE VIOLATION(S) CITED MUST BE CORRECTED BY_____.**

☐ **RETURN CERTIFICATION OF COMPLIANCE FOUND ON BACK OF THIS NOTICE.**

Attention: The items checked are in violation. A reinspection may occur at any time to verify compliance. Non-compliance could result in reinspection fees, permit revocation, and/or administrative/civil/criminal penalties. Any time granted for correction of the violation(s) does not preclude any enforcement action by this Department or other agencies.

Inspected By: Milton Molina	Consent Given By: Arnold Aguirre Barrera	Authorized Representative's Signature:

Peter Shimer

From: LACoFD <lacountyfire@mycusthelp.net>
Sent: Wednesday, July 17, 2019 1:26 PM
To: Angela Truong
Subject: HHMD No File Responsive :: H011752-071719

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011752-071719.
Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5458 Vineland Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

Peter Shimer

From: LACoFD <lacountyfire@mycusthelp.net>
Sent: Wednesday, July 17, 2019 1:29 PM
To: Angela Truong
Subject: HHMD No File Responsive :: H011753-071719

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011753-071719.
Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5437 Cleon Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

Peter Shimer

From: LACoFD <lacountyfire@mycusthelp.net>
Sent: Wednesday, July 17, 2019 1:29 PM
To: Angela Truong
Subject: HHMD No File Responsive :: H011754-071719

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011754-071719.
Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5441 Cleon Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

Peter Shimer

From: LACoFD <lacountyfire@mycusthelp.net>
Sent: Wednesday, July 17, 2019 1:29 PM
To: Angela Truong
Subject: HHMD No File Responsive :: H011755-071719

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011755-071719.
Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5447 Cleon Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

Peter Shimer

From: LACoFD <lacountyfire@mycusthelp.net>
Sent: Wednesday, July 17, 2019 1:30 PM
To: Angela Truong
Subject: HHMD No File Responsive :: H011756-071719

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011756-071719.
Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5449 Cleon Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

From: LACoFD
To: Angela Truong
Subject: HHMD No File Responsive :: H011751-071719
Date: Wednesday, July 17, 2019 1:28:50 PM

This message originated outside your organization. Please use caution!

RE: PRA of July 17, 2019, Reference # H011751-071719.

Dear Angela Truong,

The Los Angeles County Fire Department, Health Hazardous Materials Division, being the custodian or keeper of records, certify that a thorough search for the records you requested has been carried out.

Re: 5452 Vineland Ave
North Hollywood CA 91601

The search revealed that your noted address did not match our database.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or may have been destroyed based on this Department's Record Retention Policy. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

For businesses in Burbank, Culver City, Downey, City of LA, La Habra, Monrovia, Pasadena, Santa Monica, Torrance & Underground Storage Tanks in Los Angeles County jurisdiction click here.

Los Angeles County Fire Department

Health Hazardous Materials Division

Site Administrator

South Coast Air Quality Management District

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397752
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5437 CLEON AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397753
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5441 CLEON AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397754
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5447 CLEON AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397755
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5449 CLEON AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397756
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5452 VINELAND AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Information Management
Public Records Unit

Direct Dial (909) 396-3700
Fax:(909) 396-3330

COMPLETION LETTER

July 23, 2019

ANGELA TRUONG
ROUX ASSOCIATES
5150E. PACIFIC COAST HWY.# SUITE 450
LONG BEACH, CA 90804

Ref.: CONTROL NO. 1397757
Received 7/18/2019

Re: EQL'S, APPL'S, P/O'S, NOV'S, COMPLAINTS & I/R'S FOR 5458 VINELAND AVE., NORTH HOLLYWOOD, CA.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE-REFERENCED FACILITY OR FACILITY SITE.

If you have any questions, please do not hesitate to contact me, Tuesday through Friday, **8:00 a.m**. to **4:30 p.m.**

Sincerely,

BRITTANY PALAGONIA x2362
For COLLEEN PAINE
Public Records Coordinator

:bp

Phase II Environmental Site Assessment Letter Report
Cartier Property, 5444, 5452, and 5458 Vineland Avenue and 5437, 5441, 5447 and 5449 Cleon Avenue, North Hollywood, California

California Department of Toxic Substances Control

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

July 18, 2019

Angela Truong
Roux Inc.
atruong@rouxinc.com

Public Records Request Number: 1-071719-02
Location(s): 5444, 5452, 5458 Vineland Ave. & 5437, 5441, 5447, 5449 Cleon Ave., North Hollywood, CA

Dear Requestor:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control (DTSC). After a thorough review of our files, no site records were found pertaining to the sites/facilities referenced above.

DTSC's Hazardous Waste Tracking System (HWTS) may have records that pertain to this request. This unit tracks toxic waste generators, transporters, and disposal facilities. If you are interested in this type of information, it can be identified by accessing the HWTS database at http://hwts.dtsc.ca.gov/report_search.cfm?id=5. If you are interested in retrieving detailed reports, additional charges may apply. Please contact the HWTS unit by email at hwtsreports@dtsc.ca.gov or by phone at (916) 324-2444 for further information.

We would like to inform you about EnviroStor (www.envirostor.dtsc.ca.gov) which provides non-confidential, public access to DTSC's data management system and may assist with your future research. The system tracks our cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or potential contamination, providing data and documentation of over 13,000 cleanup and hazardous waste facilities across California.

If you have any questions or would like further information regarding your request, please contact me at (916) 255-6449.

Sincerely,
RJ SAROIAN
Ruth J. Saroian
Regional Records Coordinator

Phase II Environmental Site Assessment Letter Report
Cartier Property, 5444, 5452, and 5458 Vineland Avenue and 5437, 5441, 5447 and 5449 Cleon Avenue, North Hollywood, California

Los Angeles County Sanitation District

Peter Shimer

From: Romo, Rose <RRomo@lacsd.org>
Sent: Monday, July 22, 2019 2:28 PM
To: Angela Truong
Subject: LACSD Public Records Request Response - Truong of Roux Associates
Attachments: DMS-#5231924-v1-Public_Records_Request_-_Truong_of_Roux_Associates.PDF

This message originated outside your organization. Please use caution!

Hi Angela,

We have no records pertaining to the request attached.

Thank you,

ROSE ROMO
Senior Typist | Industrial Waste
562-908-4288 ext. 2929 | rromo@lacsd.org

SANITATION DISTRICTS OF LOS ANGELES COUNTY
Converting Waste Into Resources | www.LACSD.org

CalRecycle

Peter Shimer

From: Egli, Ryan@CalRecycle <Ryan.Egli@calrecycle.ca.gov>
Sent: Friday, July 26, 2019 12:14 PM
To: Angela Truong
Subject: RE: CalRecycle Public Records Request - North Hollywood

This message originated outside your organization. Please use caution!

Hi Angela,

CalRecycle doesn't have any records for the properties below.

Thanks,

Ryan Egli, Public Records
CA Department of Resources Recycling and Recovery (CalRecycle)
1001 I Street - - MS-24B
Post Office Box 4025
Sacramento, California 95812-4025
Phone: 916/341-6072
Fax: 916/319-7387

From: Angela Truong <atruong@rouxinc.com>
Sent: Wednesday, July 17, 2019 1:16 PM
To: Public Records Requests <PubRecReq@CalRecycle.ca.gov>
Subject: CalRecycle Public Records Request - North Hollywood

Hello CalRecycle,

We are conducting a Phase I Environmental Site Assessment at a property in City of North Hollywood.

The property is associated with the following addresses:

1. 5444 Vineland Avenue, North Hollywood, CA 91601
2. 5452 Vineland Avenue, North Hollywood, CA 91601
3. 5458 Vineland Avenue, North Hollywood, CA 91601
4. 5437 Cleon Avenue, North Hollywood, CA 91601
5. 5441 Cleon Avenue, North Hollywood, CA 91601
6. 5447 Cleon Avenue, North Hollywood, CA 91601
7. 5449 Cleon Avenue, North Hollywood, CA 91601

The addresses are, respectively, associated with the following APNs:

1. 2416-001-043
2. 2416-001-042
3. 2416-001-041
4. 2416-002-001
5. 2416-001-016
6. 2416-001-015

7. 2416-001-014

We are interested in obtaining documents related to this property.

For the purpose of this request, environmental records would include underground storage tanks, aboveground storage tanks, “tiered” and/or other environmental permits, enforcement orders, and reports and correspondence related to site investigation/assessment, soil sampling, monitoring, cleanup/remediation, removal actions, closures, or any records related to conditions in air, soil, surface water, groundwater, or other environmental media.

Can you please notify us if you have any records?

Thank you,

Angela Truong| Staff Engineer
5150 E. Pacific Coast Highway, Suite 450, Long Beach, CA 90804
Main: (310) 879-4900 | Direct: (562) 446-8620
Email: atruong@rouxinc.com | Website: www.rouxinc.com

ROUX

California | Illinois | Massachusetts | New Jersey | New York | Texas

Please consider the environment before printing this email.
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California Air Resources Board

Peter Shimer

From: ARB Public Records Access Request <prareqst@arb.ca.gov>
Sent: Friday, July 26, 2019 9:53 AM
To: Angela Truong
Subject: RE: CARB Public Records Request - North Hollywood

This message originated outside your organization. Please use caution!

Ms. Truong,

Thank you for your request. We have concluded our search and no documents responsive to this request were found. CARB will close out this request as complete.

Thank you,

Cesar Cuevas
PRA Coordinator
Legal Office
1001 I Street
Sacramento, CA 95812
Direct: 916.445.8286

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

From: Angela Truong <atruong@rouxinc.com>
Sent: Wednesday, July 17, 2019 1:12 PM
To: ARB Public Records Access Request <prareqst@arb.ca.gov>
Subject: CARB Public Records Request - North Hollywood

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We are conducting a Phase I Environmental Site Assessment at a property in City of North Hollywood.

The property is associated with the following addresses:

1. 5444 Vineland Avenue, North Hollywood, CA 91601
2. 5452 Vineland Avenue, North Hollywood, CA 91601
3. 5458 Vineland Avenue, North Hollywood, CA 91601
4. 5437 Cleon Avenue, North Hollywood, CA 91601
5. 5441 Cleon Avenue, North Hollywood, CA 91601
6. 5447 Cleon Avenue, North Hollywood, CA 91601
7. 5449 Cleon Avenue, North Hollywood, CA 91601

The addresses are, respectively, associated with the following APNs:

1. 2416-001-043
2. 2416-001-042
3. 2416-001-041
4. 2416-002-001
5. 2416-001-016
6. 2416-001-015
7. 2416-001-014

We are interested in obtaining documents related to this property.

For the purpose of this request, environmental records would include underground storage tanks, aboveground storage tanks, “tiered” and/or other environmental permits, enforcement orders, and reports and correspondence related to site investigation/assessment, soil sampling, monitoring, cleanup/remediation, removal actions, closures, or any records related to conditions in air, soil, surface water, groundwater, or other environmental media.

Can you please notify us if you have any records?

Thank you,

Angela Truong| Staff Engineer
5150 E. Pacific Coast Highway, Suite 450, Long Beach, CA 90804
Main: (310) 879-4900 | Direct: (562) 446-8620
Email: atruong@rouxinc.com | Website: www.rouxinc.com

ROUX

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NOTICE: This electronic communication, including any authorized attachments, contains information that may be legally privileged, protected, confidential and/or exempt from disclosure or certain types of use under applicable law. This information is for the sole use of the intended recipient(s). If you are not the intended recipient(s) or the employee or agent responsible for delivery of this message to the intended recipient(s), you are hereby notified that any review, use, disclosure, copying, distribution or the taking of any action in reliance on the contents of this e-mail or any attachments is strictly prohibited. You are further advised that review by an individual other than the intended recipient(s) shall not constitute a waiver of any attorney-client privilege which may apply to this communication. If you have received this communication in error, please notify the sender immediately by return e-mail, permanently delete this e-mail and any attachments from all computers on which they may be stored and destroy any print-outs of this email and any attachments.

California Office of Environmental Health Hazard Assessment

Peter Shimer

From: Vela, Monet@OEHHA <Monet.Vela@oehha.ca.gov>
Sent: Tuesday, July 23, 2019 12:35 PM
To: Angela Truong
Subject: RE: OEHHA Public Records Request - North Hollywood

This message originated outside your organization. Please use caution!

Angela, the Office of Environmental Health Hazard Assessment does not have records on these sites.

Monet Vela
Regulations Coordinator
Office of Environmental Health Hazard Assessment
(916) 323-2517

From: Angela Truong [mailto:atruong@rouxinc.com]
Sent: Wednesday, July 17, 2019 1:15 PM
To: Oehha PRAS <OEHHA.PRAs@oehha.ca.gov>
Subject: OEHHA Public Records Request - North Hollywood

Hello OEHHA,

Please see the attached public records request form.

We are conducting a Phase I Environmental Site Assessment at a property in City of North Hollywood.

The property is associated with the following addresses:

1. 5444 Vineland Avenue, North Hollywood, CA 91601
2. 5452 Vineland Avenue, North Hollywood, CA 91601
3. 5458 Vineland Avenue, North Hollywood, CA 91601
4. 5437 Cleon Avenue, North Hollywood, CA 91601
5. 5441 Cleon Avenue, North Hollywood, CA 91601
6. 5447 Cleon Avenue, North Hollywood, CA 91601
7. 5449 Cleon Avenue, North Hollywood, CA 91601

The addresses are, respectively, associated with the following APNs:

1. 2416-001-043
2. 2416-001-042
3. 2416-001-041
4. 2416-002-001
5. 2416-001-016
6. 2416-001-015

7. 2416-001-014

We are interested in obtaining documents related to this property.

For the purpose of this request, environmental records would include underground storage tanks, aboveground storage tanks, “tiered” and/or other environmental permits, enforcement orders, and reports and correspondence related to site investigation/assessment, soil sampling, monitoring, cleanup/remediation, removal actions, closures, or any records related to conditions in air, soil, surface water, groundwater, or other environmental media.

Can you please notify us if you have any records?

Thank you,

Angela Truong| Staff Engineer
5150 E. Pacific Coast Highway, Suite 450, Long Beach, CA 90804
Main: (310) 879-4900 | Direct: (562) 446-8620
Email: atruong@rouxinc.com | Website: www.rouxinc.com

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US Environmental Protection Agency

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Washington, D.C. 20460

AUG 0 1 2019

OFFICE OF
GENERAL COUNSEL

Ms. Angela Truong
Roux Associates
5150 E. Pacific Coast Highway
Suite 450
Long Beach, CA 90804

RE: Request Number EPA-HQ-2019-007413

Dear Ms. Truong:

This letter is in response to your Freedom of Information Act (FOIA) request, identified above, that you submitted to the U.S. Environmental Protection Agency (EPA). Your request is seeking records concerning:

5444, 5452, and 5458 Vineland Avenue and 5437, 5441, 5447 and 5449 Cleon Avenue, North Hollywood, CA

The information that you are seeking about a specific property is publicly available through the EPA's MyProperty online database.

The MyProperty database below will provide you with information concerning records the EPA has about a specific property, and it can be accessed at the website at the link below:

http://www.epa.gov/myproperty/

Because the information you requested is publicly available, your FOIA request for this information will be closed. Agencies are not required to provide FOIA requesters with records that fall within the proactive disclosure provision of the FOIA, subsection (a)(2), and which are already made available to the public, typically on the agency's website. See, 5 U.S.C. § 552(a)(3); 40 C.F.R. § 2.101(c).

If no responsive records are identified, MyProperty will generate a "No Records Certificate."

If MyProperty identifies responsive records that you cannot retrieve them through MyProperty or if you need help with the MyProperty website, please contact EPA's FOIA Public Liaison at hq.foia@epa.gov or (202) 566-1667.

This letter concludes our response to your request. You may appeal this response by email at hq.foia@epa.gov, or by mail to the EPA's National FOIA Office, U.S. EPA, 1200 Pennsylvania Avenue, N.W. (2310A), Washington, DC 20460 or through FOIAonline if you are an account holder. If you are submitting your appeal by hand delivery, courier service, or overnight delivery, you must address your correspondence to 1200 Pennsylvania Avenue, N.W., Room 5315, Washington, DC 20460. Your appeal must be in writing, and it must be received no later than 90 calendar days from the date of this letter. The Agency will not consider appeals received after the 90-calendar-day limit. Appeals received after 5:00 p.m. EST will be considered received the next business day. The appeal letter should include the FOIA tracking number listed above. For quickest possible handling, the subject line of your email, the appeal letter, and its envelope, if applicable, should be marked "Freedom of Information Act Appeal." Additionally, you may seek dispute resolution services from EPA's FOIA Public Liaison at hq.foia@epa.gov or (202) 566-1667, or from the Office of Government Information Services (OGIS). You may contact OGIS in any of the following ways: by mail, Office of Government Information Services, National Archives and Records Administration, Room 2510, 8610 Adelphi Road, College Park, MD 20740-6001; email, ogis@nara.gov; telephone, (202) 741-5770 or (877) 684-6448; or fax, (202) 741-5769.

Cordially,

Larry F. Gottesman
Agency FOIA Officer

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5437 Cleon Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:15 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5441 Cleon Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:16 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

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U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5444 Vineland
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:05 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

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U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5447 Cleon Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:17 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

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U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5449 Cleon Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:19 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

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U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5452 Vineland Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:21 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

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U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	5458 Vineland Avenue
City, State:	North Hollywood, CA
Query executed on:	11/13/2019 09:23 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

DCI Environmental Services

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

for

Storage Yard
5444-5458 Vineland Avenue
& 5437-5449 Cleon Avenue
North Hollywood, CA. 91601

Prepared For:

B.B. Developers, LLC
&
Preferred Bank

August 15th, 2018

DCI Project No.: 27009

DCI Environmental Services 9795 Cabrini Dr., Suite 104 Burbank, CA 91504
TEL: (818) 767-3894 FAX: (818) 767-2757 WEB: http://www.dciservices.com

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1. Executive Summary

B.B. Developers, LLC retained DCI Environmental Services to perform a Phase I Environmental Site Assessment for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California, in accordance with ASTM E 1527-13.

The purpose of this "all appropriate inquiries" investigation was to assess the Subject Property for environmental conditions and assessing potential liability for any contamination, in an effort to minimize the exposure of the owner to liability pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), known generally as the "Landowner Liability Protections". A rigorous records review and environmental database survey of the Subject Property and surrounding properties were performed. In addition, a site reconnaissance survey was conducted on August 13th, 2018.

The Subject Property consists of seven contiguous parcels of light industrial land developed with a single-story building, asphalt-composition, and cement pavement covering nearly the entire lot. The Los Angeles County Assessor identifies the onsite building as being completed in 1959 with approximately 4,290 square feet in area. A studio equipment rental business (*Zio Studio Rentals*) has occupied the site for over 5 years. *Archer Towing* occupies a small area in the northwest corner of site for storage. Multiple vehicles, studio rental trailers, equipment, storage containers, and other miscellaneous items are stored throughout the lot. Petroleum-based oils, aqueous-based solvents, coolant, and compressed gases are being handled and stored onsite. Waste oil is kept in 55-gallon drums on wood pallets in the exterior lot. There were no underground storage tanks, interceptors/clarifiers, or other significant sources of hazardous wastes at the site. The Subject Property was observed to be in good condition overall however dark surface staining (oil releases) was observed on the pavement in the hazardous waste storage area and other locations. Some stained areas are inaccessible and nearly impossible to clean up until the vehicles, equipment, storage containers, and other items have been removed. No significant evidence of releases, such as large stains or corrosion, was observed at the Subject Property. Migration of hazardous substances from off-site sources does not appear to be a concern.

The Subject Property is located within an established *Methane Buffer Zone*. Section 91.7103, General Methane Mitigation Requirements states that all new buildings and paved areas located in a *Methane Buffer Zone* shall comply with these requirements and the Methane Mitigation Standards established by the Superintendent of Building. Additions, alterations, repairs, changes of use or changes of occupancy to existing buildings shall comply with the Methane Mitigation Requirements. The Department shall have the authority to withhold permits on projects located within a *Methane Buffer Zone* established under Sections of this Code. Based on the distance to the nearest source of methane (abandoned oil well to the east), DCI does not consider methane gas to be a significant threat to the environmental integrity of the Subject Property.

The Regulatory Records Research identified several properties with potential contamination issues located within the default area of concern (1/3rd mile radius) at the Subject Property, as defined by ASTM E2600-15 Tier I Vapor Encroachment Screening. The nearest contaminated listing is a "case closed" School Investigation site across the street to the west at East Valley High School (Vineland & Cumpston). Remedial action investigation for soil only contamination

was completed at this facility in 2008. No conditions were observed that indicate a potential impact to the Subject Property from this source of hazardous wastes.

The Subject Property appears on the RCRA-G, HWIS, and UST databases. *Zio Studio Rentals* obtained a single-use permit to remove an unspecified solvent mixture in 2015. *Archer Vineland Service* maintained permits to generate hazardous wastes. *Archers Towing Service* is listed with permits to operate underground storage tanks at the Subject Property. Florina Pedlow installed three 1,000-gallon carbon steel underground storage tanks to contain gasoline for an auto filling station at 5452 Vineland Ave., in March 1955. The permit indicates no service repairs were being performed. *Archers Vineland Service* obtained a permit to relocate the dispenser island to 5444 Vineland Avenue, in 1963. The address information for the refueling station was changed accordingly. Ami Adini & Associates Inc. removed the three 1,000-gallon carbon steel underground storage tanks and dispenser from the Subject Property in September 1995. Los Angeles City Fire Department Inspector Skinner witnessed the removal activities and supervised the confirmation soil sampling protocol. No holes were observed in the tanks and no discolored soil or odors reported. A total of 10 soil samples were collected from beneath the tanks, dispenser, and soils stockpile. The soil samples were submitted for laboratory analysis using EPA Method 8015M, BTEX, and total lead. The laboratory results show non-detectable levels for total petroleum hydrocarbons and BTEX. Low concentrations of total lead were determined to be normal background levels within acceptable limits. No UST closure letters were commonly written in 1995. LAFD terminated the UST permit and transferred the closed file into their historical archives based on the lack of contamination detected in the laboratory sampling results. Florina Pedlow obtained a certificate of occupancy to operate an automobile wrecking yard at 5447 Cleon Ave., in 1955. The City of Los Angeles visited the Subject Property in March 1959 and found several building deficiencies in need of correction. Buildings were demolished and others repaired. W.P. Archer erected the present light industrial building for automobile garage use in July 1959. Lee Archer obtained a certificate of use to operate an impound yard at 5444 Vineland Ave., in 1981.

Considering our findings, DCI Environmental Services has no recommendations for additional investigation of the Subject Property at this time. There is history of refueling activities, wrecking yard operations, auto service repairs, and auto body shop activities. There are no records or evidence of violations or releases, but if any releases had occurred they likely will diminish with time through natural attenuation processes. The onsite businesses will need to clean up some minor surface staining and debris in the exterior lot when accessible. The risk of residual soil contamination to cause any human health and environmental concerns via major pathways, such as direct contact, drinking water ingestion, and vapor intrusion at the Subject Property is low. The Subject Property appears to be safe for the current light industrial and commercial use.

If a higher degree of confidence is required suspect releases from previous use, a soil vapor survey with soil sampling results is the only reliable method to confirm the site is safe for redevelopment. It is likely that some areas are contaminated with low concentrations of petroleum hydrocarbons, ethylene glycol, and heavy metals due to onsite releases from damaged vehicles.

2. Introduction

B.B. Developers, LLC retained DCI Environmental Services to perform a Phase I Environmental Site Assessment (ESA) for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California.

2.1. Purpose

The purpose of this environmental site assessment was intended to identify, to the extent feasible pursuant to the processes prescribed by ASTM E 1527-13, "recognized environmental conditions" in connection with the Subject Property. Recognized environmental conditions include, but are not limited to, the presence or likely presence of any hazardous substances or petroleum products on or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. This investigation was performed in an effort to minimize the exposure of the prospective property owner to liability pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and should constitute "all appropriate inquiries" for purposes of protection from CERCLA liability as an innocent landowner, bona fide prospective purchaser, or a contiguous property owner as defined in Title 40 CFR § 312.21 *et seq*.

2.2. Detailed Scope of Services

DCI Environmental Services will attempt to obtain all reasonably ascertainable information related to the Subject Property that may help identify "recognized environmental conditions", "historical recognized environmental conditions", and "controlled recognized environmental conditions" in connection with the Property. ASTM E 1527-13 defines an "historical recognized environmental condition" HREC as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addresses to the satisfaction of the applicable regulatory authority, without subjecting the property to any required controls (deed restrictions, use limitations, industrial controls, environmental controls). A "controlled recognized environmental condition" CREC is " a REC resulting from a past release of hazardous substances or petroleum products that has been addresses to the satisfaction of the applicable regulatory authority (evidence by issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (property use restrictions, use limitations, industrial controls, engineering controls).

A Phase I ESA includes four components. The first component of the Phase I is a records review, which typically includes the standard Federal and State environmental record sources, additional Regional and Local environmental record sources, physical setting sources, and historical use information. The second component is the site reconnaissance, which may include, but is not limited to observations of current and past uses of the Subject Property and adjoining properties, visible hydrogeologic and topographic conditions, structures, roads, and water systems. The site reconnaissance attempts to make observations regarding the possible presence of hazardous substances and petroleum products, storage tanks, polychlorinated byphenols

(PCB's), and other potentially hazardous substances or materially threatening practices. The third component of the Phase I ESA comprises interviews with the Subject Property's owner, key management personnel, commercial occupants, and relevant government officials. The fourth component is a report summarizing the findings of the records review, site reconnaissance, and interviews, and presenting a professional opinion regarding the existence of any recognized environmental conditions in connection with the Subject Property.

2.3. Significant Assumptions

The only significant assumptions made during this investigation were that the information DCI obtained from outside sources (environmental and historical records) was accurate and up-to-date at the time this report was prepared, and that no information was withheld from DCI by any persons with actual knowledge of recognized environmental conditions associated with the Subject Property.

2.4. Limitations and Exceptions

This environmental site assessment report was prepared in accordance with ASTM E 1527-13, and generally accepted practices and principles. The ASTM E 1527-13 standard states, that no environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. Performance of a Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property, while recognizing the limits of time and cost. No sampling or analysis of soil, water, building materials, or air is conducted as part of this assessment. This study is not intended to be a definitive investigation of recognized environmental conditions at the Subject Property and is not inclusive of all possibilities. Opinions expressed herein reflect conditions existing at the time of our investigation, and may change at any time.

2.5. Special Terms and Conditions

In accordance with ASTM E 1527-13, this report is considered to be valid up to 180 calendar days from the date it was finished. Any use of this report after such time is not recommended by DCI and is not in accordance with the appropriate standards and practices. All information in this report is considered to be privileged and confidential. DCI shall release the report only to the client. DCI shall not release the report, or make disclosures or notifications to any others, including government agencies, unless so authorized by the client in writing. DCI does not authorize the use of the report or portions thereof by any third party.

2.6. User Reliance

The opinions expressed in this report are based on all reasonable ascertainable information obtained through a rigorous records review, site reconnaissance, and personal interviews. Although DCI believes that the information contained herein is reliable, no guarantee can be made as to the accuracy of information provided to DCI by others.

3. Site Description

3.1. Site Location and Legal Description

The Subject Property is located along the east side of Vineland Avenue and west side of Cleon Avenue. It is legally described as Assessor Parcel Number's APNs #2416-001-014, 015, 016, 041, 042, & 043 and APN #2416-002-001. The Subject Property can be located on Thomas Brothers Map (Los Angeles County) page 564, grid A-2. A Site Location Map is included in Appendix A.

3.1. Site Vicinity and Characteristics

The overall character of the surrounding neighborhood is a mixture of light industrial, commercial, and residential developments. Light industrial/commercial businesses, dwellings, and public school surround the Subject Property (see Site Location Map - Appendix A).

3.2. Current Use of Property

The Subject Property consists of seven contiguous parcels of light industrial land developed with a single-story building, asphalt-composition, and cement improvements covering the entire lot. The current studio equipment rental business (*Zio Studio Rentals*) has occupied the site for over 5 years. *Archer Towing* occupies a small inaccessible area in the northwest corner of site for storage.

3.3. Descriptions of Structures, Roads, Other Improvements on the Site

The onsite building is a block structure on a concrete foundation and covered by a wood framed composition roof. Interior walls are painted plaster over wood frame with plaster and exposed beam ceilings. The building has large roll-up doors located on the north side. It is being used for storage and minor equipment repairs. Petroleum-based oils, aqueous-based solvents, coolant, and compressed gases are present. No other regulated hazardous materials are being handled or stored in the building. Common household type chemicals are used for cleaning and general maintenance. No fresh spills, significant staining, corrosion, or other signs of chemical releases was observed in the building.

The exterior lot is covered with the building, asphalt-composition, concrete, and cement improvements. Access to the site is via Vineland Avenue and Cleon Avenue, only. The onsite pavement has some minor cracks and surface staining from normal vehicle traffic. Waste oil is stored in 55-gallon drums on wood pallets without spill prevention barriers. Numerous empty compressed gas cylinders are stored throughout the site. Dark surface staining (oil releases) was observed on the pavement in the hazardous waste storage area and other locations. Some stained areas are inaccessible and nearly impossible to clean up until the vehicles, equipment, storage containers, and other items have been removed. No heavy staining, corrosion, or other signs of chemical releases was observed onsite. All municipal services — including sewer, water, telephone, gas, and electric are connected to the site. Site photographs are included in Appendix C.

3.4. Current Uses of Adjoining Properties

The sites directly adjacent to the Subject Property are described below:

North: A light industrial building (Praxair Industrial Supplies) located at 5508 Vineland Avenue.

South: A light industrial building located at 5442 Vineland Avenue.

East: Across the street is a light industrial building (Jets & Props) located at 5436 Cleon Avenue.

West: Across the street is a public high school located at Vineland & Cumpston.

4. User Provided Information

The user provided the following information to DCI Environmental Services regarding the Subject Property.

4.1. Title Records

Title record documents were not provided for review by DCI from the user. These records would likely indicate that the Subject Property was developed residential land prior to construction of the present building in 1959.

4.2. Environmental Liens or Activity and Use Limitations

No information regarding environmental liens on the Subject Property was provided to DCI. Further, there are no known activity or use limitations in connection with the Property.

4.3. Specialized Knowledge

According to ASTM E 1527-13, if the user is aware of any specialized knowledge or experience that is material to recognized environmental conditions in connection with the Subject Property, it is the user's responsibility to communicate any information based on such specialized knowledge or experience to DCI prior to the site reconnaissance. The user has not communicated any specialized knowledge to DCI.

4.4. Valuation Reduction for Environmental Issues

In a transaction involving the purchase of a parcel of commercial real estate, if a user has actual knowledge that the purchase price of the property is significantly less than the purchase price of comparable properties, the user should attempt to identify an explanation for the lower price and to make a written record of such explanation. If the information in this report concludes that there are recognized environmental conditions connected to the Subject Property, such information may be used to explain a valuation reduction of the property.

4.5. Owner, Property Manager, and Occupant Information

The owner's representative of the Subject Property was identified to DCI as Mr. Ron Kassan. DCI contacted Mr. Kassan who provided the following information regarding occupants of the Subject Property:

1) Mr. Ron Kassan was the contact person given to DCI for this site. He stated that to the best of his knowledge: "There is history of underground storage tanks being legally removed in the 1990's and impound yard businesses at the Subject Property. No significant hazardous materials were being handled or stored by previous business tenants operating onsite since the original construction date."

4.6. Reason for Performing Phase I ESA

It is assumed that the reason this Phase I Environmental Site Assessment was requested in order to qualify for the "innocent landowner defense" to CERCLA liability associated with a commercial real estate transaction. Another reason for performing a Phase I ESA might include the need to understand potential environmental conditions that could materially impact the operation of a business associated with the Subject Property.

5. Records Review

5.1. Standard Environmental Record Sources

BBL of Solana Beach provided DCI Environmental Services with an Environmental Records Search report containing (at a minimum) all federal, state, and tribal environmental databases required by ASTM E 1527-13 to determine any potential recognized environmental conditions connected to the Subject Property from onsite or in the vicinity of the Subject Property. The environmental databases are included in the Environmental Records Search (ERS) in Appendix E.

Several of the databases included in the ERS report contain information not relevant to this investigation, have duplicate information, or contain no sites within a one-mile radius of the Subject Property. Lists of concern are discussed within their respective minimum search distances defined in ASTM E 1527-13 § 7.2.1.1.

5.1.1. Federal Environmental Record Sources

Federal NPL (within 1.0 miles)

The United States Environmental Protection Agency (US EPA) has compiled this list from the designated CERCLIS list. The National Priority List (NPL) sites are prioritized as to their significant risk to human health and the environment. The list targets those sites to receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA). The NPL lists the nation's highest priority sites for remedial action. Only NPL

sites can receive CERCLA funds. The Subject Property and adjacent properties were not on the NPL list. The only NPL site listing located within a one-mile radius is widespread contamination within the San Fernando Valley Groundwater Basin. *Archers Towing Service ID #111.1808* was inspected by the Regional Water Quality Control Board as part of the Well Investigation Program in 1991. RWQCB determined that the non-used UST's onsite required further investigation. There were no conditions observed that indicate the Subject Property contributed to the local groundwater contamination and no further action was determined.

Federal Deleted NPL (within 1.0 miles)

The United States Environmental Protection Agency (US EPA) has compiled this list from the designated CERCLIS list. The National Priority List (NPL) sites are prioritized as to their significant risk to human health and the environment. The list targets those sites to receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA). The NPL lists the nation's highest priority sites for remedial action. Only NPL sites can receive CERCLA funding. The Subject Property and adjacent properties were not on the Deleted NPL list. There are no Deleted NPL site listings within a one-mile radius of the Subject Property.

Federal CERCLIS (within 1.0 miles)

The EPA has compiled this list of contaminated properties for designation under the Federal Superfund Program pursuant to the Comprehensive Environmental Response Conservation and Liability Act (CERCLA). These sites represent environmental concern for the discharge of hazardous materials by hazardous waste generators, treatment and storage facilities, and hazardous waste disposal sites. The Subject Property and adjacent properties were not on the CERCLIS list. The only CERCLIS site listing located within a one-half mile radius is over 1.000 feet northeast of the Subject Property, and too distant to be of concern.

Federal CERCLIS NFRAP (within 1.0 miles)

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. The Subject Property and adjacent properties were not on the NFRAP list. The nearest of the three NFRAP site listings located within a one-mile radius is over 800 feet southeast of the Subject Property, and too distant to be of concern.

Federal RCRA CORRACTS (within 1.0 mile)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation of potential violations ranging from manifest requirements to hazardous waste discharges are typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS). If enforcement action is required it is typically delegated to a State Agency. The Subject Property and adjacent properties

were not on the CORRACTS list. There are no CORRACTS site listings located within a one-mile radius of the Subject Property.

Federal RCRA-D non-CORRACTS TSD (within 1.0 mile)

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application. The Subject Property and adjacent properties were not on the RCRA-D list. There are no TSD site listings located within a one-mile radius of the Subject Property.

Federal RCRA-G Wastes (within 0.25 miles)

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities. The Subject Property was among the thirty-nine RCRA-G site listings located within a one-quarter mile radius. *Archer's Vineland Service* is listed as a small quantity generator with no posted violations. The nearest offsite RCRA-G listing is across the street to the west at East Valley High School (5525 Vineland Ave.). Based on the current status and observations of the site, DCI does not consider these RCRA-G site listings or other such listings to be significant environmental concerns with respect to the Subject Property.

Federal ERNS (within 0.25 miles)

The Emergency Response Notification System (ERNS) list is a database of reported releases of oil or other hazardous materials. The Subject Property and adjacent properties were not on the ERNS list. The nearest of the two ERNS site listings located within a one-quarter mile radius was a surface release over 800 feet to the west, and too distant to be of concern.

Federal Indian Reservations LUST/VCP/UST databases (within 0.5 miles)

Federal Indian Reservations databases include properties receiving government funding and are found listed with leaking underground storage tanks (LUST), voluntary cleanups (VCP), and registered underground storage tanks (UST's). There are no Federal Indian Reservations Database listings located within a one-quarter mile radius of the Subject Property.

Federal Institutional Control/Engineering Control Registries (property)

Federal Institutional Control and Engineering Control Registries include properties receiving government funding and are found listed with deed restrictions in the Federal CERCLA and CORRACTS databases. There are no Federal Institutional Control/Engineering Control registries found on the Subject Property.

5.1.2. State Environmental Record Sources

State Response Sites-Federal Lead (within 1.0 miles) (NPL equivalent)

The Site Mitigation and Brownfield's Reuse Program Federal Lead (FL) database identifies high priority hazardous waste sites where the US EPA is the lead agency. These sites are typically proposed on or delisted from the National Priority List. The Subject Property and adjacent properties were not on the FL list. The only FL site listing located within a one-mile radius is widespread contamination within the San Fernando Valley Groundwater Basin. *Archers Towing Service ID #111.1808* was inspected by the Regional Water Quality Control Board as part of the Well Investigation Program in 1991. The non-used UST's onsite required further investigation. There were no conditions observed that indicate the Subject Property contributed to the local groundwater contamination and no further action was determined.

State Response Sites (within 0.5 miles) (CERCLIS equivalent)

The Site Mitigation and Brownfield's Reuse Program State Response Sites (SR) database identifies certain potential hazardous waste sites. These sites are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk. The Subject Property and adjacent properties were not on the SR list. The only SR site listings located within a one-half mile radius is over one-quarter mile south of the Subject Property, and too distant to be of concern.

Voluntary Cleanup VCP (within 0.5 miles)

The Voluntary Cleanup Program (VCP) list contains low threat level properties with either confirmed or unconfirmed releases, and requested DTSC to oversee investigation and cleanup activities, and have agreed to provide coverage for DTSC costs. The Subject Property and adjacent properties were not on the VCP list. There are no VCP site listings located within a one-half mile radius of the Subject Property.

Further Evaluation FE (within 0.5 miles)

The Site Mitigation and Brownfield's Reuse Database list was previously known as the Abandoned Site Program Information System (ASPIS). Further Evaluation (FE) properties are suspected of being contaminated that need to be assessed using the PEA process. The Subject Property and adjacent properties were not on the FE list. The nearest of the four FE site listings located within a one-half mile radius is over 500' feet northeast of the Subject Property, and too distant to be of concern.

Military Evaluation ME (within 0.5 miles)

The Site Mitigation and Brownfield's Reuse Program Military Evaluation Sites (ME) database contains formerly Used Defense Sites (FUDS) and open/closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. The Subject Property and adjacent properties were not on the ME list. There are no ME site listings located within a one-half mile radius of the Subject Property.

Expedited Remedial Action EP (within 0.5 miles)

The Site Mitigation and Brownfield's Reuse Program Expedited Remedial Action Program (EP) database is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. The Subject Property and adjacent properties were not on the EP list. There are no EP site listings located within a one-half mile radius of the Subject Property.

Border Zone BZ (within 0.5 miles)

The Site Mitigation and Brownfield's Reuse Program Border Zone Expedited Remedial Action Program (BZ) database have gone through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. The Subject Property and adjacent properties were not on the BZ list. There are no BZ site listings located within a one-half mile radius of the Subject Property.

School Property Evaluation SCH (within 0.25 miles)

The State of California Site Mitigation and Brownfield's Reuse Database list was previously known as the Abandoned Site Program Information System (ASPIS). School Property Evaluation Program (SCH) properties are being evaluated by DTSC for possible hazardous materials contamination. The Subject Property was not on the SCH list. The only SCH site listing located within a one-quarter mile radius is across the street to the west at East Valley High School (5525 Vineland Ave.). Remedial action investigation for soil only contamination was completed at this facility in 2008. No conditions were observed that indicate a potential impact to the Subject Property from this source of hazardous wastes.

Land Use Restrictions LUR (within 0.5 miles)

The State of California Site Mitigation and Brownfield's Reuse Database list was previously known as the Abandoned Site Program Information System (ASPIS). Brownfield's Reuse Program Facility Sites with Land Use Restriction (LUR) properties are sites cleaned up under the programs oversight and generally do not include current or former hazardous waste facilities that required a hazardous waste facility permit. This list represents land use restrictions that are active. The Subject Property and adjacent properties were not on the LUR list. There are no LUR site listings located within a one-half mile radius of the Subject Property.

Deed Restrictions DR (within 0.5 miles)

The DTSC Hazardous Waste Management Program Deed Restriction (DR) database has developed a list of current or former hazardous waste facilities that have recorded land use restrictions at the local county recorders office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain onsite after the facility has been closed or cleaned up. The types of land use restrictions include deed notice, deed restriction, or a land use restriction that binds current and future owners. The Subject Property and adjacent properties were not on the DR list. There are no DR site listings located within a one-half mile radius of the Subject Property.

Corrective Action CA (within 0.5 miles)

The DTSC Hazardous Waste Management Program Permitted and Corrective Action (CA) database contains permitted and corrective action sites that are RCRA-permitted facilities undergoing cleanup activities or permitted to handle hazardous wastes. The Subject Property and adjacent properties were not on the CA list. There are no CA site listings located within a one-half mile radius of the Subject Property.

Historical Sites HIS (within 0.5 miles)

The Site Mitigation and Brownfield's Reuse Program Historical Site (HIS) database contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. The Subject Property and adjacent properties were not on the HIS list. The nearest of the two HIS site listings located within a one-half mile radius is over 800 feet southeast of the Subject Property, and too distant to be of concern.

State Institutional Control/Engineering Control Registries (property)

State Institutional Control and Engineering Control Registries include properties registered with California Environmental Protection Agency and Department of Toxic Substances Control. These properties are identified with deed and land use restrictions in the State of California VCP and HWMP databases. There are no State Institutional Control/Engineering Control registries found on the Subject Property.

Solid Waste Transfer Stations SWIS (within 1.0 miles)

The Solid Waste Management Board maintains this list pursuant to the Solid Waste Management and Resource Recovery Act of 1972. The list contains the most current inventory of active, inactive, and closed solid waste disposal and transfer facilities. The Subject Property and adjacent properties were not on the SWIS list. The only SWIS site listing located within a one-mile radius is over 800 feet southeast of the Subject Property, and too distant to be of concern.

Leaking Underground Storage Tanks LUST (within 0.5 miles)

The State Water Resources Control Board's Leaking Underground Storage Tank (LUST) database identifies properties with possible environmental hazards. According to the State of California's WRCB LUST list, the Subject Property was not on the LUST list. The nearest of the eight LUST site listings located within a one-half mile radius is across the street to the east at Fortin Industries (5428 Cleon Ave.). Remedial action was completed on a leaking tank in 1986. Based on the current status and observations of the site, DCI does not consider this LUST site listing or other such listings to be significant environmental concerns with respect to the Subject Property.

Underground Storage Tanks UST (within 0.25 miles)

The State Water Resources Control Board also provides a list of all permitted underground tanks containing hazardous substances (UST). This database provides information on all registered underground storage tanks. According to information provided, the Subject Property was among the twenty-seven UST site listings located within a one-quarter mile radius. *Archers Towing Service* maintained permit's to operate underground storage tanks at the Subject Property. Florina Pedlow installed three 1,000-gallon carbon steel underground storage tanks containing gasoline for an auto filling station at 5452 Vineland Ave., in March 1955. *Archers Vineland Service* obtained a permit to relocate the dispenser island to 5444 Vineland Avenue, in 1963. The address information for the fueling station was changed accordingly. Ami Adini & Associates Inc. removed the three 1,000-gallon carbon steel underground storage tanks and dispenser from the Subject Property in September 1995. Los Angeles City Fire Department Inspector Skinner witnessed the removal activities and supervised the confirmation soil sampling protocol. No holes were observed in the tanks and no discolored soil or odors reported. A total of 10 soil samples were collected from beneath the tanks, dispenser, and soils stockpile. The soil samples were submitted for laboratory analysis using EPA Method 8015M, BTEX, and total lead. The laboratory results show non-detectable levels for total petroleum hydrocarbons and BTEX. Low concentrations of total lead were found to be normal background levels within acceptable limits. No UST closure letters were commonly written in 1995. LAFD terminated the UST permit and transferred the closed file into their historical archives based on the lack of contamination detected in the laboratory sampling results. The nearest offsite UST listing is adjacent to the north at Monarch Provision (5508 Vineland Ave.). No conditions were observed that indicate potential impact to the Subject Property from this source of hazardous wastes. Based on the current status and observations of the site, DCI does not consider these UST listings to be a significant environmental concern with respect to the Subject Property.

5.2. Additional Environmental Record Sources

Several sources of environmental records, in addition to those required by ASTM E 1527-13 § 7.2.1.1, were obtained by DCI and are described below.

5.2.1. Federal

FEDFAC Federal Facilities

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order. The Subject Property and adjacent properties were not on the FEDFAC list. There are no FEDFAC site listings located within a one-half mile radius of the Subject Property.

Site Enforcement Tracking System (SETS)

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred. The Subject Property and adjacent properties were not on the SETS list. There are no SETS site listings located within a one-quarter mile radius of the Subject Property.

Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees. The Subject Property and adjacent properties were not on the DOCKET list. There are no DOCKET/CDETS site listings located within a one-quarter mile radius of the Subject Property.

Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion. The Subject Property and adjacent properties were not on the C-DOCKET list. There are no C-DOCKET site listings located within a one-quarter mile radius of the Subject Property.

Federal Enforcement Dockets

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA. The Subject Property and adjacent properties were not on the FED list. There are no FED site listings located within a one-quarter mile radius of the Subject Property.

5.2.2. State

CALSITES - No Further Action

This section includes the sites on the CALSITES list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code. The Subject Property and adjacent properties were not on the NFA-CALSITES list. The nearest of the two NFA-CALSITES listings located within a one-half mile radius is over 1,000 feet northeast of the Subject Property, and too distant to be of concern.

State of California Office of Planning and Research (CORTESE)

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites. Facilities that have been reported elsewhere in this report will not be included in the listing below. The Subject Property and adjacent properties were not on the CORTESE list. There are no CORTESE site listings located within a one-half mile radius of the Subject Property.

Well Investigation Program (WIP)

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water. The Subject Property and adjacent properties were not on the WIP list. There are no WIP site listings located within a one-mile radius of the Subject Property.

Drinking Water Program

In order to provide for the orderly and efficient delivery of safe drinking water the California State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program. Below, the latest and maximum analyses of contaminants are reported (only positive readings are included). The Subject Property and adjacent properties were not on the WQ list. There are no WQ site listings located within a one-half mile radius of the Subject Property.

5.2.3. Regional

The Regional Sources list consists of sites tracked by the State of California Water Resources Control Board and the Regional Water Quality Control Board for program tracking and inventory of waste management units.

Toxic Releases

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar,

depending on the local agency. The Subject Property was not on the SLIC list. The nearest of the nine SLIC site listings located within a one-mile radius is across the street to th west at Department of Transportation (5421 Vineland Ave.). This facility was included in the East Valley High School Investigation and Remedial Action. Based on the current status and distance from the site, DCI does not consider this SLIC site listing or other such listings to be significant environmental concerns with respect to the Subject Property.

Toxic Pits

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually; in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046). Special exemption provisions have been created for surface impoundments that receive mining wastes. The Subject Property and adjacent properties were not on the TP list. There are no TP site listings located within a one-mile radius of the Subject Property.

Solid Waste Assessment Test (SWAT)

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District. The Subject Property and adjacent properties were not on the SWAT list. There are no SWAT site listings located within a one-mile radius of the Subject Property.

5.2.4. Federal and State Operating Permits

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past. The sources referenced below have been searched within half a mile radius, unless otherwise stated, of the Subject Property.

SARA Title III, section 313 (TRIS)

Title III of the Superfund Amendments and Reauthorization Act, Section 313, also known as Emergency Planning and Capital Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification (SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS). The Subject Property was not on the SARA list. The nearest of the three SARA site listings located within a one-quarter mile radius is across the street to the east at Fortin Industries (5428 Cleon Ave.). Remedial action was completed on a leaking tank in 1986. Based on the current status and observations of the site, DCI does not consider this SARA listing or other such listings to be significant environmental concerns with respect to the Subject Property.

Nuclear Regulatory Commission Licensees

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material. The Subject Property and adjacent properties were not on the NRC list. There are no NRC site listings located within a one-quarter mile radius of the Subject Property.

PCB Waste Handlers Database

The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. The Subject Property and adjacent properties were not on the PCB waste list. There are no PCB site listings located within a one-mile radius of the Subject Property.

Permit Compliance System (PCS)

PCS contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. The PCS tracks permits, compliance and enforcement statues of NPDES facilities. The Subject Property and adjacent properties were not on the PCS list. The nearest of the six PCS site listings located within a one-quarter mile radius is over 200 feet north of the Subject Property, and too distant to be of concern.

AIRS Facility System

AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone. AFS replaces the former Compliance Data System

(CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aeromatic Data (SAROAD). The Subject Property was not on the AFS list. The nearest of the three AFS site listings located within a one-quarter mile radius is across the street to the east at Fortin Industries. Remedial action was completed on a leaking tank in 1986. Based on the current status and observations of the site, DCI does not consider this AFS listing or other such listings to be significant environmental concerns with respect to the Subject Property.

Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year. The Subject Property and adjacent properties were not on the SSTS list. There are no SSTS site listings located within a one-quarter mile radius of the Subject Property.

FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA). The Subject Property and adjacent properties were not on the FIFRA/TSCA list. There are no FIFRA/TSCA site listings located within a one-quarter mile radius of the Subject Property.

Federal Facilities Information System (FFIS)

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies. The Subject Property and adjacent properties were not on the FFIS list. There are no FFIS site listings located within a one-quarter mile radius of the Subject Property.

Chemicals in Commerce Information System (CICIS)

Chemicals in Commerce Information System (CICIS) contain an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA. The Subject Property and adjacent properties were not on the CICIS list. There are no CICIS site listings located within a one-quarter mile radius of the Subject Property.

FINDS EPA Facility Index System

The U.S. Environmental Protection Agency maintains an index system of all facilities, which are regulated or have been assigned an identification number for other purposes. Facilities that have been reported elsewhere in this report will not be included in the listing below. The Subject Property and adjacent properties were not on the FINDS list. The only FINDS site listing located within a one-quarter mile radius is over 1,000 feet south of the Subject Property, and too distant to be of concern.

Hazardous Waste Information System (HWIS)

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a database keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948. The Subject Property was among the one hundred and thirty HWIS site listings located within a one-quarter mile radius. *Zio Studio Rentals* obtained a single-use permit to remove an unspecified solvent mixture in 2015. *Archer Vineland Service* maintained permits to generate hazardous wastes. The nearest offsite HWIS listing is adjacent to the north at Elinor Faye (5508 Vineland Ave.). No conditions were observed that indicate potential impact to the Subject Property from this source of hazardous wastes. Based on the current status and observations of the site, DCI does not consider these HWIS listings or other such listings to be significant environmental concerns with respect to the Subject Property.

5.2.5. Other Regional and Local Sources

City of Los Angeles – Building Permit Department

The earliest building permit in-file for the Subject Property is for residential developments beginning in 1929. Multiple single-family dwellings with private garages and small storage sheds were located at the Subject Property. *Carbo-Flex Hose Corporation* appears to be the original tenant business located at the Subject Property in 1947. Ms. Florina Pedlow erected a service station office building at 5452 Vanowen Ave., in December 1954. A storage building, carport, and single-family dwelling were also present. Florina Pedlow obtained a certificate of occupancy to operate an automobile wrecking yard at 5447 Cleon Ave., in 1955. The City of Los Angeles visited the Subject Property in March 1959 and found several building deficiencies in need of correction. Buildings were demolished and others repaired. Alfredo Chezzi demolished / removed a storage building from 5456-5458 Vineland Avenue in March 1959. W.P. Archer erected the present light industrial building for automobile garage use in July 1959. An office building and restroom building were present. Lee Archer obtained a certificate of use to operate an impound yard at 5444 Vineland Ave., in 1981. Jean Cartier demolished / removed a single-family dwelling from 5458 Vineland Ave., in 1998. A single-family dwelling was demolished / removed from 5458 Vineland Ave., in 2007. A single-family dwelling and detached garage were demolished / removed from 5444 Vineland Ave., in 2011. See Building Permits in Appendix B.

County of Los Angeles – Assessor Department

Records indicate that the Subject Property is approved for light industrial/commercial use. The onsite building was completed in 1959 with approximately 4,290 square feet in area. There are no hazardous waste/border zone properties, methane zones, Alquist-Priolo fault zones, or producing oil wells in the vicinity of the Subject Property. See Appendix B.

City of Los Angeles – Fire Department

DCI requested records research at the Los Angeles City Fire Dept., Fire Prevention Division, for information concerning underground storage tanks, hazardous materials use records, and posted violations at the Subject Property. According to Los Angeles City Fire Department files, *Archers*

Towing Service maintained permits to handle hazardous materials and operate underground storage tanks at the Subject Property. Florina Pedlow installed three 1,000-gallon carbon steel underground storage tanks containing gasoline for an auto filling station at 5452 Vineland Ave., in March 1955. The permit indicates no service repairs were being performed. *Archers Vineland Service* obtained a permit to relocate the dispenser island to 5444 Vineland Avenue, in 1963. The address information for the fueling station was changed accordingly. Ami Adini & Associates Inc. removed the three 1,000-gallon carbon steel underground storage tanks and dispenser from the Subject Property in September 1995. Los Angeles City Fire Department Inspector Skinner witnessed the removal activities and supervised the confirmation soil sampling protocol. No holes were observed in the tanks and no discolored soil or odors reported. A total of 10 soil samples were collected from beneath the tanks, dispenser, and soils stockpile. The soil samples were submitted for laboratory analysis using EPA Method 8015M, BTEX, and total lead. The laboratory results show non-detectable levels for total petroleum hydrocarbons and BTEX. Low concentrations of total lead were found to be normal background levels within acceptable limits. No UST closure letters were commonly written in 1995. LAFD terminated the UST permit and transferred the closed file into their historical archives based on the lack of contamination detected in the laboratory sampling results. There are no reported releases or outstanding violations for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California. See Permits and UST Closure Report in Appendix B.

City of Los Angeles – Public Library

DCI reviewed available Historical Topographic Maps, Sanborn Fire Insurance Rate Maps, and Aerial Photographs to establish and historical use of the Subject Property. Historic Topographic Maps produced in 1925 identify the Subject Property and surrounding properties as vacant land or developed residential and agricultural land. Sanborn Fire Insurance Rate Maps coverage in 1927 shows only the western side of the Subject Property. A single-family dwelling and private auto garage are located at the Subject Property. Cumpston Street is adjacent to the north. A small building annotated with "gas & oil" is across the street at 5460 Vineland Avenue. Sanborn Maps produced in 1948 shows Cumpston Street replaced with a retail store building at 5452 Vineland Avenue and single-family dwelling at 5458 Vineland Avenue. The small building adjacent to the north is annotated as "store". Sanborn Maps produced in 1955 shows the Subject Property improved with three "store" buildings, eight "dwellings", two auto garages, and a storage building. The exterior lot is annotated with "salvage yard & auto wrecking yard". Sanborn Maps produced in 1961 show the present auto repair garage located at the Subject Property. Most of the previous buildings onsite remain, however three dwellings and private auto garage were removed from the Subject Property. USGS aerial photographs taken in 1952 show similar developments found in the Sanborn Maps at the Subject Property. USGS aerial photographs taken in 2015 show the Subject Property and the adjacent properties developed with similar features present. See Appendix D.

County of Los Angeles - Public Works Department

DCI researched records from the Los Angeles County Public Works Department, for information concerning underground storage tanks and industrial wastewater discharges at the Subject Property. According to LACDPW source control lists, there are no records of underground storage tanks, industrial wastewater discharges, posted violations, or non-compliance issues in-

file for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California.

Regional Water Quality Control Board

DCI requested a records search at the Los Angeles Regional Water Quality Control Board for information on underground storage tanks, monitoring wells, posted violations, and non-compliance issues for the Subject Property. The Regional Water Quality Control Board inspected *Archers Towing Service* as part of the Well Investigation Program in 1991. No conditions were observed that indicate the Subject Property contributed to the local groundwater contamination and no further action was determined. Based on information from the RWQCB "Geotracker" web listings, there is no file listing for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California.

South Coast Air Quality Management District

DCI reviewed South Coast Air Quality Management District records concerning regulated air-emissions at the Subject Property. According to SCAQMD files, *Archer Vineland Service ID #31770* maintained permits to operate service station storage and dispensing equipment at 5444 Vineland Avenue. There are no other permits to operate, posted violations, or non-compliance issues in-file for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California. See Permits in Appendix B.

State of California, Department of Health Services

Records indicate that the Subject Property is not licensed through this agency.

State of California – Division of Oil, Gas, and Geothermal Resources

The Subject Property is not located within any oil field boundary - see Appendix D. Also, there is no known producing or abandoned oil well located on the Subject Property or adjacent properties. The nearest producing/abandoned oil well is located over one-mile from the Subject Property.

5.3. Physical Setting Sources

The physical setting of the Subject Property and vicinity is described in terms of topographic, geologic, and hydrogeologic features in the following text.

5.3.1. Topographic Features

A topographic map of the immediate vicinity of the Subject Property is included in Appendix D. DCI reviewed current USGS 7.5 Minute Topographic maps to determine the general topographic features of the Subject Property and surrounding areas. The Subject Property is located on level terrain with a downward slope towards the southeast.

5.3.2. Geologic Features

The Subject Property is situated in the San Fernando Valley Groundwater Basin at an elevation of approximately 625' feet above mean sea level. According to boring logs from boreholes at nearby locations, the soil consists of sand, gravel, clay and silts to a depth of several hundred feet and thence more coarse-grained sediments below. Poorly consolidated Holocene and Pleistocene Age alluvial deposits occur within the Basin. Tertiary age sediments underlying the Subject Property are semi-consolidated (non-water bearing) sedimentary rocks.

5.3.3. Groundwater Hydrogeology

Groundwater flow direction and depth could not be determined specifically for the Subject Property, since there is no groundwater monitoring well on the property. It is typical that the groundwater flow direction follows the ground surface topography, which generally appears to be in a southeasterly direction. Based on information provided by the Regional Water Quality Control Board, depth to groundwater in the vicinity of Subject Property was measured at approximately 150' feet below ground surface.

5.4. Historical Use Information of the Property and Adjoining Properties

5.4.1. Aerial Photographs

ASCS aerial photographs taken in 1938 show the Subject Property and adjacent properties as developed residential land, commercial land, or vacant. Cumpston Street is adjacent to the north. Fairchild aerial photographs taken in 1948 show residential and commercial development on the Subject Property. Four or five dwellings with two commercial buildings are along Vineland Avenue. Five dwellings are along Cleon Avenue. Cumpston Street is abandoned. Light industrial/commercial buildings and dwellings are adjacent in all directions. There were no significant changes to the Subject Property and adjacent properties in USGS aerial photographs taken in 1952. One of the dwellings on Cleon Avenue is removed and automobiles are parked in the rear lot. Fairchild aerial photographs taken in 1964 show more buildings have been removed and the entire surface paved. Numerous vehicles are strewn throughout the lot. The Subject Property has been reorganized and a couple dozen vehicles are parked on the north and south sides in Teledyne aerial photographs taken in 1972. AMI aerial photographs taken in 1981 show over 100 vehicles parked onsite. Three commercial buildings remain. There were no significant changes to the Subject Property and adjacent properties in USGS aerial photographs taken in 1994. USGS aerial photographs taken in 2005 show the commercial building in the northwest corner lot removed. USGS aerial photographs taken in 2015 show the commercial building in the southwest corner lot removed. See Appendix D.

5.4.2. Fire Insurance Maps

Sanborn Fire Insurance Rate Maps coverage in 1927 shows only the western side of the Subject Property. A single-family dwelling and private auto garage are located at the Subject Property. Cumpston Street is adjacent to the north. A small building annotated with "gas & oil" is across the street at 5460 Vineland Avenue. Sanborn Maps produced in 1948 shows Cumpston Street replaced with a retail store building at 5452 Vineland Avenue and single-family dwelling at 5458 Vineland Avenue. The small building adjacent to the north is annotated as "store". Sanborn

Maps produced in 1955 shows the Subject Property improved with three "store" buildings, eight "dwellings", two auto garages, and a storage building. The exterior lot is annotated with "salvage yard & auto wrecking yard". Sanborn Maps produced in 1961 show the present auto repair garage located at the Subject Property. Most of the previous buildings onsite remain, however three dwellings and private auto garage were removed from the Subject Property. See Sanborn Maps in Appendix B.

5.4.3. Property Tax Files

DCI did not research Property Tax Files for the Subject Property based on the history of use.

5.4.4. Recorded Land Title Records

DCI did not research Land Title Records for the Subject Property based on the history of use.

5.4.5. USGS 7.5 Minute Topographic Maps

DCI reviewed current USGS 7.5 Minute Topographic maps to establish the historical use of the Subject Property. On a Historic Topographic Map produced in 1925, the Subject Property and contiguous properties are developed residential land. On a map dated 1988 (North Hollywood map photo-revised in 1988) the Subject Property and the adjacent properties appear to be developed light industrial/commercial land or residential land.

5.4.6. Local Street Directories

DCI researched Local Street Directories for the Subject Property located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California. *Archer's Garage / Archer's Body Shop / Archer's Towing / Zio Studio Rentals* are businesses at the Subject Property.

5.4.7. Building Department Records

DCI reviewed building permits for the Subject Property for information concerning the past use of the property and for the possible installation of UST's, clarifiers and other substantial sources of hazardous wastes that could have impacted soil and groundwater. There are permits in-file for the installation of any underground storage tanks, clarifiers, or other significant sources of hazardous wastes at the Subject Property. See Appendix B.

5.4.8. Zoning/Land Use Records

Records indicate that the Subject Property is zoned for light industrial use.

6. Site Reconnaissance

A site reconnaissance of the Subject Property was conducted to look for signs of any recognized environmental conditions at the Subject Property and its adjoining properties.

6.1. Methodology and Limiting Conditions

A site reconnaissance generally consists of a brief meeting onsite with the property owner (or owner's representative), a walk through visual inspection of the property itself, and a visual inspection of the interior and exterior of any existing onsite structures. Conclusions drawn from the site reconnaissance regarding recognized environmental conditions are only based on surface evidence. This conclusion does not apply if surface evidence was concealed from view or altered beyond recognition. A subsurface investigation to detect the presence of UST's, hazardous substances, or petroleum products was not part of this investigation.

6.2. General Site Setting

The east and west sides of the Subject Property are open to vehicle traffic. The Subject Property is level terrain, currently developed light industrial land. Light industrial and commercial businesses surround the Subject Property. See Appendices.

6.3. Exterior Observations

DCI found no adverse environmental impact due to hazardous materials use and storage on the Subject Property. No significant evidence of releases, such as large stains or corrosion, was observed at the Subject Property. Migration of hazardous substances from off-site sources does not appear to be a concern.

6.3.1. Hazardous Substances and Petroleum Products (Containers)

Petroleum-based oils, aqueous-based solvents, coolant, and compressed gases are being handled and stored onsite. Waste oil is kept in 55-gallon drums on wood pallets in the exterior lot. There were no underground storage tanks, interceptors/clarifiers, or other significant sources of hazardous wastes at the site. Dark surface staining (oil releases) was observed on the pavement in the hazardous waste storage area and other locations. Some stained areas are inaccessible and nearly impossible to clean up until the vehicles, equipment, storage containers, and other items have been removed. No significant evidence of releases, such as large stains or corrosion, was observed at the Subject Property. Migration of hazardous substances from off-site sources does not appear to be a concern.

6.3.2. Underground Storage Tanks

During the site reconnaissance, exposed and accessible areas of the Subject Property were visually inspected for signs of underground storage tanks. After an interview with the representative of the Subject Property, records search with local authorities, and visual inspection completed, there appeared to be no active underground storage tanks at the Subject Property. The City of Los Angeles has records three 1,000-gallon carbon steel underground storage tanks

and dispenser being removed from the Subject Property in September 1995. Los Angeles City Fire Department Inspector Skinner witnessed the removal activities and supervised the confirmation soil sampling protocol. No holes were observed in the tanks and no discolored soil or odors reported. A total of 10 soil samples were collected from beneath the tanks, dispenser, and soils stockpile. The soil samples were submitted for laboratory analysis using EPA Method 8015M, BTEX, and total lead. The laboratory results show non-detectable levels for total petroleum hydrocarbons and BTEX. Low concentrations of total lead were determined to be normal background levels within acceptable limits. No UST closure letters were commonly written in 1995. LAFD terminated the UST permit and transferred the closed file into their historical archives based on the lack of contamination detected in the laboratory sampling results. See UST Closure Report in Appendix B.

6.3.3. Polychlorinated Byphenols (PCBs)

Pole-mounted transformers are located in the sidewalk. No leaks or spillage was observed associated with the transformers. Transformers are a concern because of the presence of PCB's in the coolant of some earlier models. Current (new) transformers utilize mineral oil as the insulating or cooling fluid exclusively. In a recent statistically-valid test of over 20,000 distribution transformers, it was determined that the concentration of PCB's in mineral oil was less than fifty parts per million in over ninety-six percent of the transformer units tested.

6.3.4. Pits, Ponds, or Lagoons

DCI did not locate any pits, ponds, or lagoons on the Subject Property and directly adjacent properties currently present or in past historical data.

6.3.5. Stained Soil or Pavement

DCI did not observe any heavily stained soils on the Subject Property and adjacent properties currently present or in past historical data.

6.3.6. Stressed Vegetation

DCI did not observe any distressed vegetation on the Subject Property and adjacent properties currently present or in past historical data.

6.3.7. Solid Waste

Solid waste dump containers are located on the Subject Property. The containers are not open to the public and appear to be in good condition overall. No spills, significant staining, odors, or suspicious containers suggestive of the improper disposal of hazardous materials were present. DCI observed no vegetative stress or staining suggestive of illegal hazardous materials dumping.

6.3.8. Wastewater Treatment / Discharge

DCI did not observe any wastewater treatment or discharge sources located at the Subject Property.

6.3.9. Septic Systems

DCI did not observe any septic tanks located on the Subject Property. Local sewer connections are documented through the City of Los Angeles.

6.3.10. Wells

DCI did not observe any Wells (monitoring, water, oil and/or gas) located on the Subject Property and adjacent properties.

6.4. Interior Observations

DCI observed the buildings interior to be maintained in good condition overall.

6.4.1. Heating/Cooling (gas, electric, steam boiler with furnace, etc.)

DCI observed both natural gas and electrical appliances located on the Subject Property.

6.4.2. Stains or Corrosion

DCI observed dark surface staining (oil releases) on the pavement in the hazardous waste storage area and other locations. Some stained areas are inaccessible and nearly impossible to clean up until the vehicles, equipment, storage containers, and other items have been removed. No significant evidence of releases, such as large stains or corrosion, was observed at the Subject Property. any heavily stained or corroded areas located on the Subject Property.

6.4.3. Drains and Sumps

DCI did not observe any floor drains or sumps in the building at the Subject Property.

6.4.4. Asbestos Containing Materials (ACM's)

Sampling for Asbestos Containing Materials (ACM's) was not a part of the scope of services for this report. It should be noted that both friable and non-friable forms of ACM might be present in building materials used prior to 1978. Based on the age of construction, it is likely that ACM's are located in the older construction at the Subject Property. Precautions should be taken when removing or replacing the damaged construction. If asbestos material is disturbed, it may release airborne fibers that can be inhaled and pose a serious health threat. If the friable material is in good condition and left undisturbed, it should not pose a significant health threat and is not mandatory to be removed.

6.4.5. Lead-Based Paints

Sampling for lead-based paints was not a part of the scope of services for this report. It should be noted that lead-based paints might be present in painted construction prior to the late 1970's. Based on the age of construction, it is likely that lead-based paints are located in the older construction on the Subject Property. Lead paint poses little or no health risk as long as it is maintained in good condition.

6.4.6. Radon

Sampling for radon gas was not a part of the scope of services for this report. Radon is a colorless, odorless, radioactive gas produced by the decay of uranium, which is present in virtually all rocks and soil, typically at 1 to 4 parts per million. Radon gas concentration in air is commonly measured in picocuries per liter (pC/l). The EPA has established 4pC/l as a general guideline for maximum acceptable, long term, indoor-radon gas concentration levels. Los Angeles County Health Department conducted a survey and determined <2pC/l as the average radon gas concentration for the area.

7. Interviews

7.1. Interview with Owner

The owner of the Subject Property was unavailable for DCI staff to interview. Mr. Ron Kassan indicated that the onsite tenant is responsible for the day-to-day management of the Subject Property. No regulated quantities of hazardous materials are being handled or stored onsite.

7.2. Interview with Site Manager

Same as above.

7.3. Interviews with Occupants

There were no occupants with any knowledge of regulated hazardous materials, underground storage tanks, or non-compliance issues located on the Subject Property.

7.4. Interviews with Local Government Officials

City of Los Angeles Building Permit Technicians assisted DCI personnel with file research on past development for the Subject Property. They indicated that the Building Department files were researched for both old and new site addresses located at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California.

8. Findings and Opinions

The Subject Property consists of seven contiguous parcels of light industrial land developed with a single-story building, asphalt-composition, and cement pavement covering nearly the entire lot. The Los Angeles County Assessor identifies the onsite building as being completed in 1959 with approximately 4,290 square feet in area. A studio equipment rental business (*Zio Studio Rentals*) has occupied the site for over 5 years. *Archer Towing* occupies a small area in the northwest corner of site for storage. Multiple vehicles, studio rental trailers, equipment, storage containers, and other miscellaneous items are stored throughout the lot. Petroleum-based oils, aqueous-based solvents, coolant, and compressed gases are being handled and stored onsite. Waste oil is kept in 55-gallon drums on wood pallets in the exterior lot. There were no underground storage tanks, interceptors/clarifiers, or other significant sources of hazardous wastes at the site. The Subject Property was observed to be in good condition overall however dark surface staining (oil releases) was observed on the cement pavement in the hazardous waste storage area and other locations. Most of the stained areas are inaccessible and nearly impossible to clean up until the vehicles, equipment, storage containers, and other items have been removed. No significant evidence of releases, such as large stains or corrosion, was observed at the Subject Property. Migration of hazardous substances from off-site sources does not appear to be a concern.

The Subject Property is located within an established *Methane Buffer Zone*. Section 91.7103, General Methane Mitigation Requirements states that all new buildings and paved areas located in a *Methane Buffer Zone* shall comply with these requirements and the Methane Mitigation Standards established by the Superintendent of Building. Additions, alterations, repairs, changes of use or changes of occupancy to existing buildings shall comply with the Methane Mitigation Requirements. The Department shall have the authority to withhold permits on projects located within a *Methane Buffer Zone* established under Sections of this Code. Based on the distance to the nearest source of methane (abandoned oil well to the east), DCI does not consider methane gas to be a significant threat to the environmental integrity of the Subject Property.

The Regulatory Records Research identified several properties with potential contamination issues located within the default area of concern (1/3rd mile radius) at the Subject Property, as defined by ASTM E2600-15 Tier I Vapor Encroachment Screening. The nearest contaminated listing is a "case closed" School Investigation site across the street to the west at East Valley High School (Vineland & Cumpston). Remedial action investigation for soil only contamination was completed at this facility in 2008. No conditions were observed that indicate a potential impact to the Subject Property from this source of hazardous wastes.

9. Conclusions

DCI Environmental Services has performed a Phase I Environmental Site Assessment, in conformance with the scope and limitations of ASTM Practice E 1527-13, at 5444-5458 Vineland Avenue & 5437-5449 Cleon Avenue, in North Hollywood, California. Any exceptions to, or deletions from, this practice are described in Section 13 of this report. This assessment has revealed no evidence of any recognized environmental conditions in connection with the Subject Property, except for the following:

The Subject Property appears on the RCRA-G, HWIS, and UST databases. *Zio Studio Rentals* obtained a single-use permit to remove an unspecified solvent mixture in 2015. *Archer Vineland Service* maintained permits to generate hazardous wastes. *Archers Towing Service* is listed with permits to operate underground storage tanks at the Subject Property. Florina Pedlow installed three 1,000-gallon carbon steel underground storage tanks to contain gasoline for an auto filling station at 5452 Vineland Ave., in March 1955. The permit indicates no service repairs were being performed. *Archers Vineland Service* obtained a permit to relocate the dispenser island to 5444 Vineland Avenue, in 1963. The address information for the refueling station was changed accordingly. Ami Adini & Associates Inc. removed the three 1,000-gallon carbon steel underground storage tanks and dispenser from the Subject Property in September 1995. Los Angeles City Fire Department Inspector Skinner witnessed the removal activities and supervised the confirmation soil sampling protocol. No holes were observed in the tanks and no discolored soil or odors reported. A total of 10 soil samples were collected from beneath the tanks, dispenser, and soils stockpile. The soil samples were submitted for laboratory analysis using EPA Method 8015M, BTEX, and total lead. The laboratory results show non-detectable levels for total petroleum hydrocarbons and BTEX. Low concentrations of total lead were determined to be normal background levels within acceptable limits. No UST closure letters were commonly written in 1995. LAFD terminated the UST permit and transferred the closed file into their historical archives based on the lack of contamination detected in the laboratory sampling results. Florina Pedlow obtained a certificate of occupancy to operate an automobile wrecking yard at 5447 Cleon Ave., in 1955. The City of Los Angeles visited the Subject Property in March 1959 and found several building deficiencies in need of correction. Buildings were demolished and others repaired. W.P. Archer erected the present light industrial building for automobile garage use in July 1959. Lee Archer obtained a certificate of use to operate an impound yard at 5444 Vineland Ave., in 1981.

Considering our findings, DCI Environmental Services has no recommendations for additional investigation of the Subject Property at this time. There is history of refueling activities, wrecking yard operations, auto service repairs, and auto body shop activities. There are no records or evidence of violations or releases, but if any releases had occurred they likely will diminish with time through natural attenuation processes. The onsite businesses will need to clean up some minor surface staining and debris in the exterior lot when accessible. The risk of residual soil contamination to cause any human health and environmental concerns via major pathways, such as direct contact, drinking water ingestion, and vapor intrusion at the Subject Property is low. The Subject Property appears to be safe for the current light industrial and commercial use.

If a higher degree of confidence is required suspect releases from previous use, a soil vapor survey with soil sampling results is the only reliable method to confirm the site is safe for redevelopment. It is likely that some areas are contaminated with low concentrations of petroleum hydrocarbons, ethylene glycol, and heavy metals due to onsite releases from damaged vehicles.

10. Data Gaps

There are no significant Data Gaps in connection with the Subject Property.

11. Additional Services

No additional services outside the Detailed Scope of Services described in Section 2.2 were employed.

12. References

1. ASTM E1527-13, *Phase I Environmental Site Assessment Process*.
2. ASTM E2600-10, *Vapor Encroachment Survey*
3. State of California, Department of Conservation, *Gas, and Geothermal Resources*
4. BBL of Solana Beach, *Environmental Records Search*
5. City of Los Angeles, Department of Building & Safety, *Records Division*.
6. City of Los Angeles, Department of Public Works, *Sanitation Division.*
7. City of Los Angeles, Fire Department, *Public Health Investigation*
8. City of Los Angeles, Public Library, *Historical Records Department*
9. South Coast Air Quality Management District, *Emission Records*
10. Fairchild. *Aerial Photographs*
11. Teledyne, *Aerial Photographs*
12. ASCS USDA, *Aerial Photographs*
13. IK Curtis Collection, *Aerial Photographs*
14. U.S Department of Interior, Geological Survey, *Aerial Photographs.*

13. Deviations

Any additions, deletions, or deviations from the standard practice outlined in ASTM E 1527-13 are noted here.

14. Signature(s) of Environmental Professionals

Brett A. Herion
Project Manager
REPA #872414

Dated: August 15th, 2018

15. Environmental Professional(s) Statement

I declare to the best of my professional knowledge and belief, I meet the definition of an Environmental Professional as defined in Section 312.10 of Title 40 Code of Federal Regulations. I have specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Subject Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

National Registered Environmental Property Assessor No. 872414

DCI Environmental Services

ENVIRONMENTAL CONTRACTOR'S CERTIFICATION

Contractor's Name: DCI Environmental Services

Contractor's Address: 9795 Cabrini Drive, Suite 104, Burbank, CA. 91504

1. Name and title of person performing the audit: Brett A. Herion, REPA

Attach a statement of how long the person has been performing environmental assessments and the education and training the person has received. 25 Years

Identify any certifications and approvals issued to contractor pursuant to an official Federal, State, or local program or policy to conduct environmental assessments:

National Registered Environmental Property Assessor REPA #872414

Describe the generally recognized standard in which the contractor will use to perform the assessment.

ASTM 1527-13

Disclose the nature of any previous environmental inspections contractor has ever performed for the seller of the property: None

Or the buyer of the property: None

Disclose the nature of any affiliation or association contractor now has or ever had, with the above referenced seller of the property, or the above referenced buyer of the property. NA

Describe/Attach evidence of the liability insurance carried by contractor to cover claims in the event that it fails to discover adverse environmental conditions during an environmental inspection.

Admiral Insurance Company (policy #FEI-ECC1156905)

The undersigned hereby certifies, under penalty of the criminal and/or civil penalties in 18 U.S.C.# 1001 for false statements to the United States Government, that the above information is true and correct.

Brett A. Herion

August 15th, 2018 _____

Date Signature

CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY): 12/7/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER ISU INS SERV - BC ENV BROKERAGE 1037 Suncast Ln Ste 103 El Dorado Hills, CA 95762	CONTACT NAME: PHONE (A/C, No, Ext): (916) 939-1080 FAX (A/C, No): (916) 939-1085 E-MAIL ADDRESS:
	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A: ADMIRAL INSURANCE COMPANY — 24856
INSURED DOUBLE CHECK, INC. dba: DCI SERVICES & DCI ENVIRONMENTAL SERVICES 9795 CABRINI DR. STE 104 BURBANK, CA 91504	INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:

COVERAGES — CERTIFICATE NUMBER: — REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X CONT. POLLUTION GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			FEI-ECC-11569-05	12/04/17	12/04/18	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 50,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
							PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident)	$
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE	$
							AGGREGATE	$
								$
	WORKERS COMPENSATION AND EMPLOYER'S LIABILITY Y/N N/A (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						PER STATUTE OTH-ER	
							E.L. EACH ACCIDENT	$
							E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	PROF. LIAB. CLAIMS MADE			FEI-ECC-11569-05 RETRO: 12/5/05	12/04/17	12/04/18	$1,000,000 OCCURRENCE $2,000,000 AGGREGATE	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
FOR INFORMATION ONLY	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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Appendix A

Parcel Details Map / Sanborn Maps / Aerial Photos

Parcel Details

I want to...

LACounty Street Map

- Property records are kept at the North District Office
- How frequently is this site updated?
(and other FAQs)

Property Information

Assessor's ID No:	2416-001-043
Address:	5444 VINELAND AVE LOS ANGELES CA 91601
Property Type:	Commercial / Industrial
Region / Cluster:	24 / 24830
Tax Rate Area (TRA):	00042

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2018 Roll Values

Recording Date:	09/18/2012
Land:	$205,249
Improvements:	$99,982
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

Tax bill payment information for 2018/19, as well as any changes to the 2018 Roll Values will be available after September 30, 2018

- Estimate supplemental taxes

Property Boundary Description

TR=6434(EX OF ST)
LOT 20

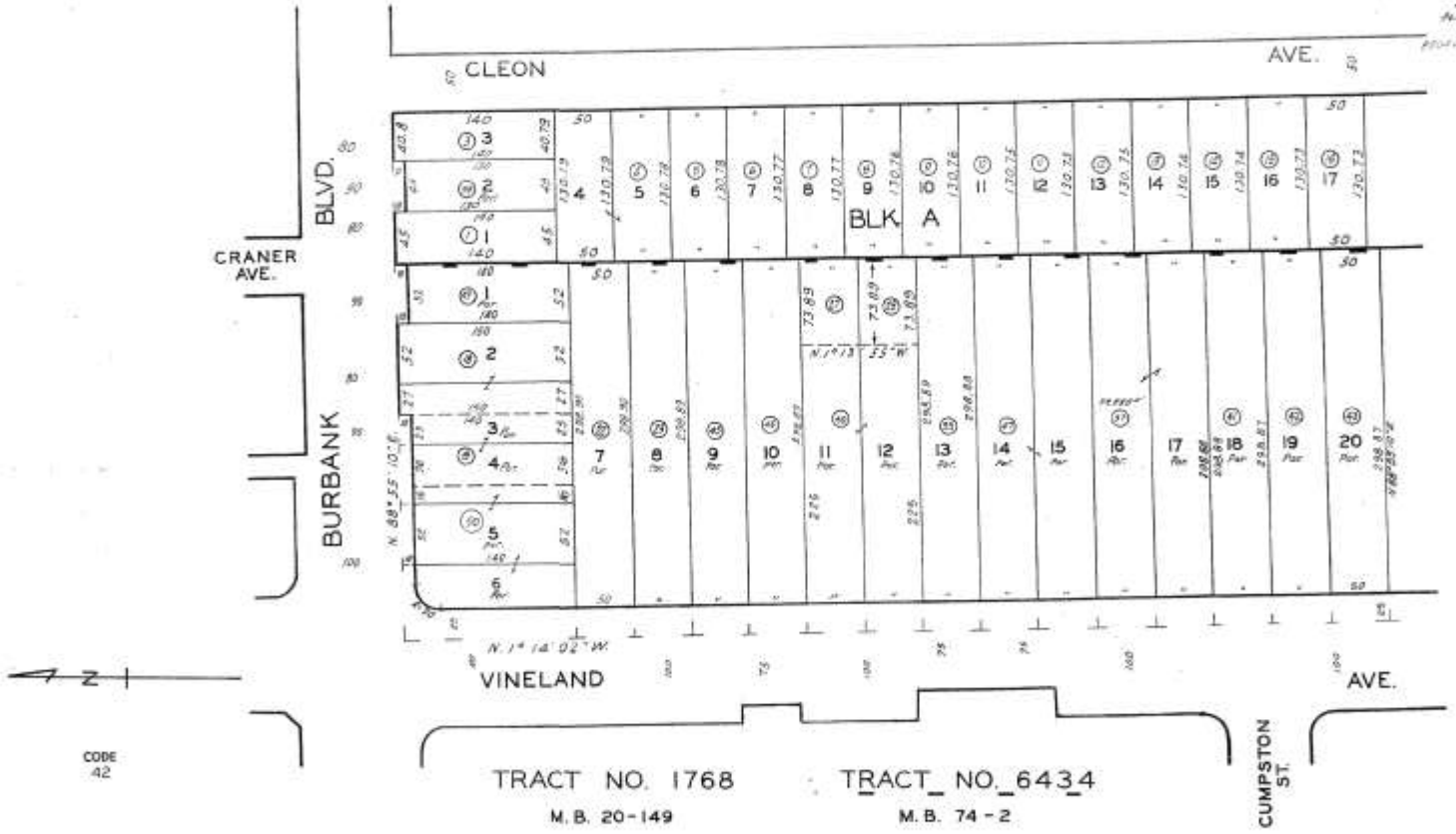
Building Description

Building Improvement 1

Square Footage:	4,290
Year Build / Effective Year Built:	1959 / 1959
Bedrooms / Bathrooms	0 / 0
Units	0

2416 | 1 | 2003

SCALE 1" = 80'

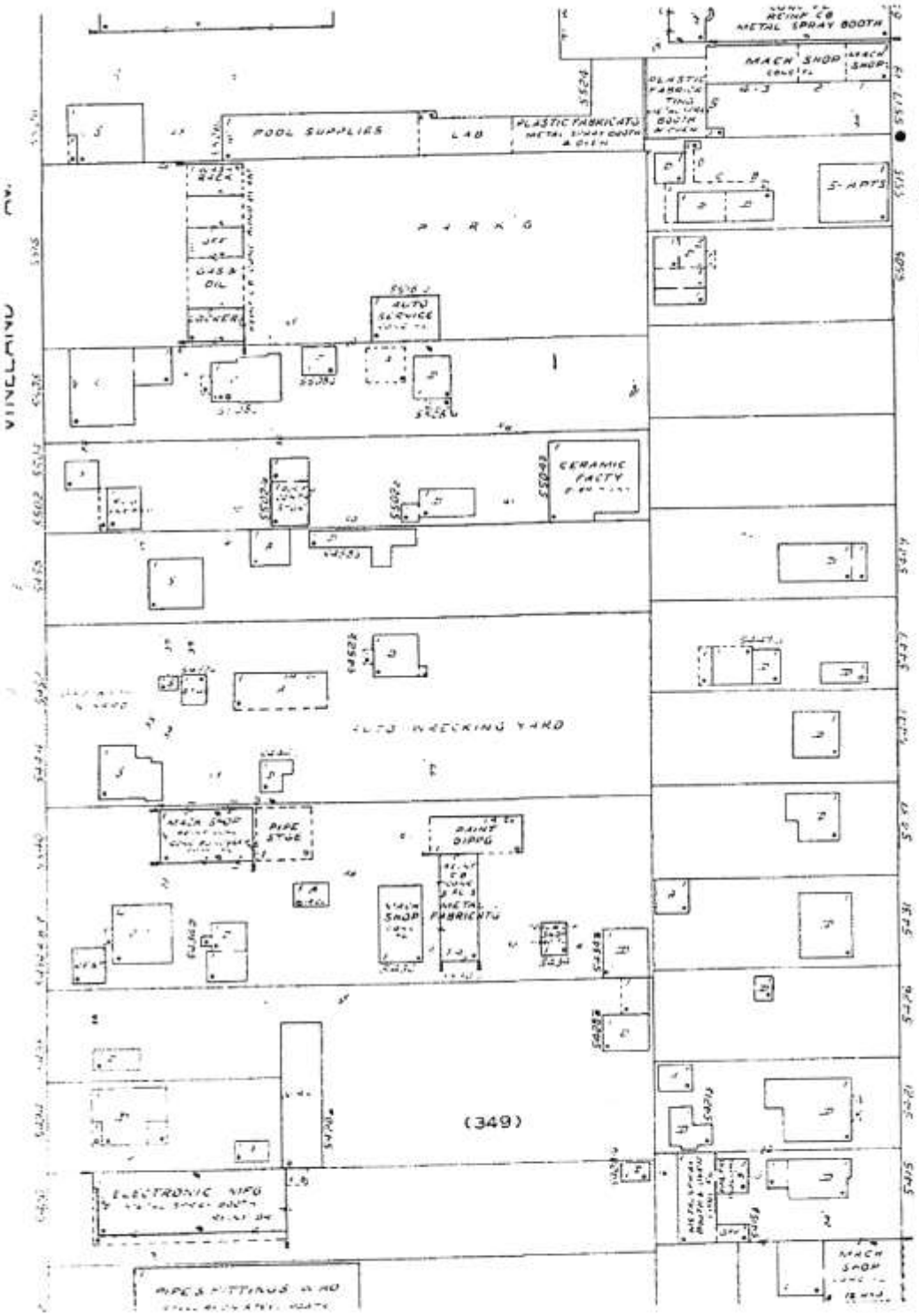


CODE 42

FOR PREV. ASSM'T. SEE; 659 - 39 & 40

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

VINELAND
11001
11000
5464
5464½
5464A
5504A
5458
5452
5444
5438
5438A
5434
METAL TRAILER MFG
SOME WELDING
REINF. C.B.
REINF. CONC.
BOND BEAM
(50' LONG)
DISTANCE CONTRACTED DUE TO NARROWING DOWN
R 3452 VINELAND
16' FOOD MFG


VINELAND AV.
POOL SUPPLIES
LAB
PLASTIC FABRICATG
METAL SPRAY BOOTH & OVEN
MACH SHOP
PLASTIC FABRICATG
METAL SPRAY BOOTH & OVEN
5-APTS
PARKG
GAS & OIL
AUTO SERVICE
CERAMIC FACTY
AUTO WRECKING YARD
MACH SHOP
PIPE STGE
PAINT DIPPG
METAL FABRICATG
(349)
ELECTRONIC MFG
PIPE & FITTINGS WHSE
MACH SHOP

CLEON
MACH SHOP
AUTO WRECKING YARD
AUTO BODY REP'S
MACH SHOP
MACH SHOP
ELECTRONIC MFG.
MAP OF NORTH HOLLYWOOD
VINELAND

Appendix B

Permits / Parcel Profile / UST Closure Report

2

Application for Relocation of Building AND FOR A Certificate of Occupancy

Form R-2—BE—4-54

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

From Lot 5452 VINELAND N Hwd	To Lot 75
Tract LOT 19 TR 6434	Tract 3683

Present location of building: 5452 VINELAND, BLVD. (House Number and Street)
New location of building: 11024 WHITEGATE AVE. (House Number and Street)
Between what cross streets: BROWNSTONE & WENTWORTH

Approved by City Engineer _____ Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building 1 STORY DWELLING (Store, Dwelling, Apartment House, Hotel or other purpose) Families 1 Rooms 4
2. Use of building AFTER Relocation 1 STORY DWELLING Families 1 Rooms 4
3. Owner LYLE S. STRAND (Print Name) Phone FL 3-3738
4. Owner's Address 10652 MOUNTAIR AVE P.O. TUJUNGA, CALIF.
5. Certificated Architect — State License No. — Phone —
6. Licensed Engineer — State License No. — Phone —
7. Contractor OWNER State License No. — Phone —
8. Contractor's Address —
9. 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 W&B
10. State how many buildings now on new lot and give use of each NONE (Store, Dwelling, Apartment House, Hotel or other purpose) Show new Plot Plan on back of Application
11. Size of building to be moved 25 x 40 Number of stories high ONE Height to highest point 13'
12. Material Exterior Walls STUCCO (Wood, Steel or Masonry) Exterior framework WOOD (Wood or Steel)
13. Size of Addition 0 x Size of Lot 38.43 x 112.57 Number of Stories when complete ONE
14. Describe briefly all proposed construction and work:

NEW CONSTRUCTION
CONSTRUCT PERMANENT FOUNDATION, REPLACE ROOF, REMODLE FRONT PORCH, REPAINT INSIDE & OUTSIDE REMOVE SERVICE PORCH

I certify that the issuance of this permit will not violate any deed restriction of record.
I have also been advised that the purchase of either site or building for relocation purposes until this application has been approved is at my own risk.
I further understand that this is an application only and does not necessarily guarantee approval, and that the building when relocated must be repaired so as not to be detrimental to property or improvements within 1000 feet of the new site.
Lyle S. Strand (MUST BE SIGNED BY OWNER)

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.

G GRADING No grading Turner by Ph Sign here Lyle S. Strand (Owner or Authorized Agent)

District Office SUNLAND

By

FOR DEPARTMENT USE ONLY

PLAN CHECKING	Date Approved 11/5/54 OEB	Surety Bond Posted Date NOV 8 1954	11	FEES	
Valuation $				Investigation $	4
Fee $	Bond For $ 2500.00	Cash Bond Posted Date		Bldg. Permit $	9.00
				Total $	

TYPE V	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size 112.57 38.43 x 112.57	1/ Ft. rear alley A Ft. side alley	Clerk
GROUP K	Plans and Specifications checked	Zone R-1	Fire District No. —		District Map No. 7614	
For Plans Fee	Correction Vouched	Bldg. Line	Street Widening Ft. / Ft.		Application Approved NOT REQUIRED	
Filed with	Plans, Specifications and Application reviewed and approved	Sewer Capping Permit No. 26106			Inspector W. M. Gourley	

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Application Fee	NOV 5 1954		5456	16	
Plan Checking	NOV 8 1954				/
Building Permit			99196		

moved to white sale 1954

1

APPLICATION TO ERECT A NEW BUILDING AND FOR A Certificate of Occupancy

Form B-1
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 19

Tract 6434

Location of Building 5452 Vineland Ave (House Number and Street)

Between what cross streets? Burbank and Chandler.

Approved by City Engineer
Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Service Station Office + Rest Rooms (Store, Dwelling, Apartment House, Hotel or other purpose) Families — Rooms 3
2. Owner Florina Pedlow (Print Name) Phone
3. Owner's Address 5444 Vineland P. O. No. Hollywood.
4. Certificated Architect None State License No. Phone
5. Licensed Engineer None. State License No. Phone
6. Contractor Woody Overton. State License No. 100221 Phone TH 8-4291
7. Contractor's Address 441 N. Parish Pl. Burbank.
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.) $ 750.00
9. State how many buildings NOW on lot and give use of each. 2 - Storage Bldg - Carport - 1 Fam. Dwelling (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building 94" x 96" No. Stories 1 Height to highest point 8'6" Size lot 50 x 323 87'
11. Material Exterior Walls Wood and Stucco. Type of Roofing Comp.
12. For Accessory Buildings and similar structures
    (a) Footing: Width 12" Depth in Ground 12" Width of Wall 6"
    (b) Size of Studs 2 x 4 Material of Floor Conc.
    (c) Size of Floor Joists — Size of Rafters 2 x 4

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 Florina Pedlow (Owner or Authorized Agent)

DISTRICT OFFICE

By

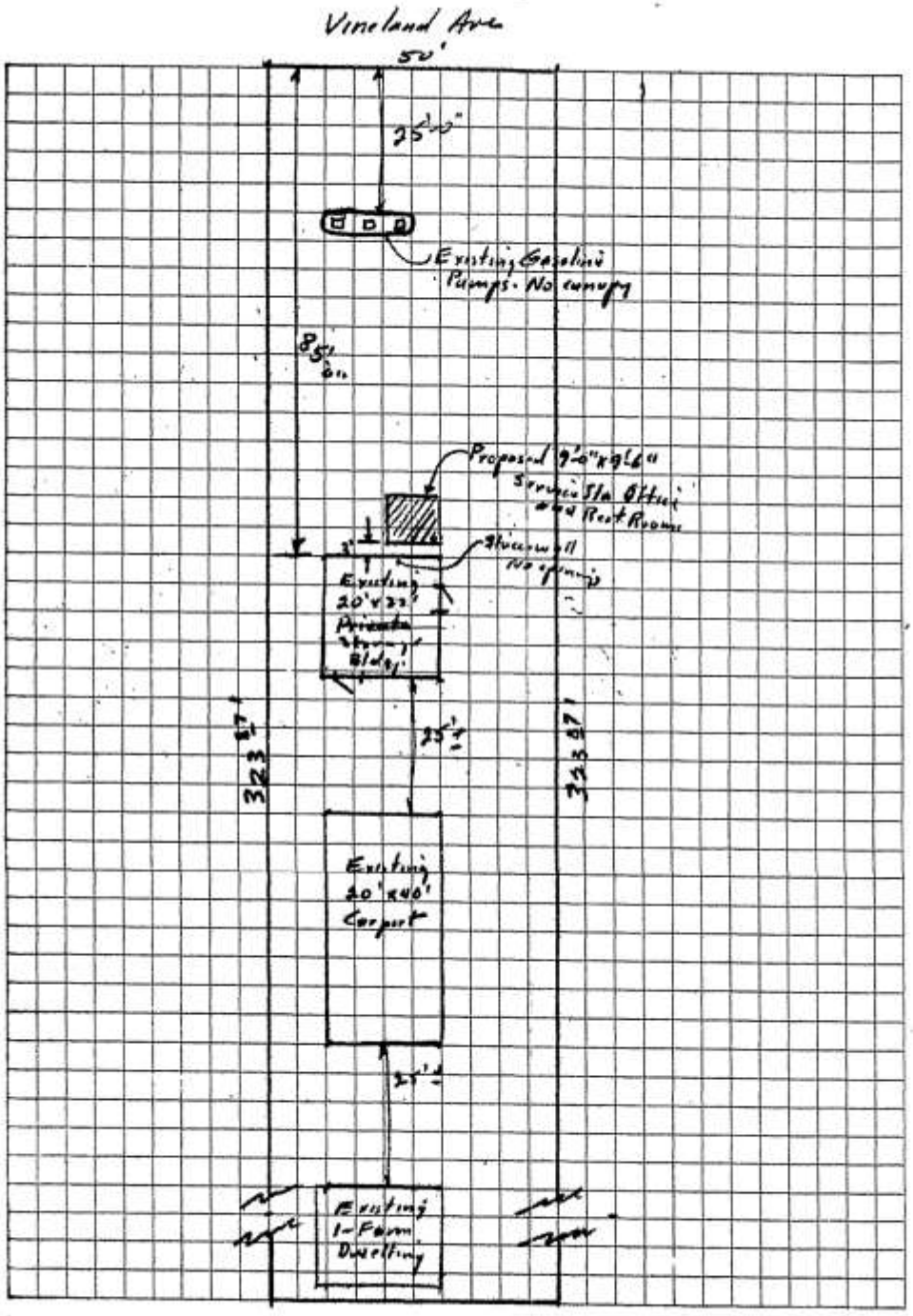
FOR DEPARTMENT USE ONLY

PLAN CHECKING

Valuation $ 750.00	$				Investigation Fee $
Fee $ 2.00	$				Bldg. Permit Fee $
					Total $ 5.00
TYPE V	Maximum No. Occupants	Adjoining Lot / Corner Lot	Key Lot — / Corner Lot Keyed	Lot Size 50 x 323 87	X Ft. rear alley / Ft. side alley — Clerk
GROUP G-1	Plans and Specifications checked	Zone M-2	Fire District No. 2		District Map No. 7385
For Plans See	Corrections Verified	Bldg. Line 25 Ft.	Street Widening — Ft.		Application checked and approved — Clerk
Filed With	Plans, Specifications and Application rechecked and approved	Continuous Inspection	SPRINKLER Specified — Required Valuation Included Yes — No		Inspector

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	DEC 17'54		33898		
Supplemental Plan Checking					/
Building Permit	DEC 17'54		VN90412		


Vineland Ave
50'
25'-0"
Existing Gasoline Pumps. No canopy
85'-0"
Proposed 9'-0"x9'-6" Structure for Office and Rest Rooms
Existing 20'x32' Private Garage Bldg.
25'±
323.87'
323.87'
Existing 20'x40' Carport
25'±
Existing 1-Family Dwelling

1

APPLICATION TO ~~CONSTRUCT NEW BUILDING~~
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

DIST. MAP: 7385	1. LEGAL LOT: ~~17~~ 16 — BLK. — TRACT: 1768
ZONE: M-2	JOB ADDRESS: ~~5447~~ ~~5443~~ Cleon Ave. North Hollywood — APPROVED: 3-17-55
FIRE DIST.: 2	2. BETWEEN CROSS STREETS: Burbank AND Chandler
INSIDE	3. PURPOSE OF ~~BLDG.~~: Auto Wrecking lot
KEY	4. OWNER: Florina R. Pedlow
COR. LOT	
REV. COR.	
LOT SIZE: 50 x 135	5. OWNER'S ADDRESS: 5444 Vineland North Hollywood
REAR ALLEY	6. CERT. ARCH. — STATE LICENSE NUMBER
SIDE ALLEY: X	
BLDG. LINE	7. LIC. ENGR. — STATE LICENSE NUMBER
AFFIDAVITS	8. CONTRACTOR — STATE LICENSE NUMBER
BLDG. AREA	9. SIZE OF NEW BLDG. — X — STORIES — HEIGHT
SPRINKLERS REQ'D. SPECIFIED	10. MATERIAL OF EXTERIOR WALLS: ☐ WOOD ☒ STUCCO ☐ METAL ☐ BRICK ☐ CONC. BLOCK ☐ CONCRETE

1

5447 ~~5443~~ Cleon Ave.

VALIDATION: LA 9831

TYPE	GROUP	MAX. OCC.
		3

DIST. OFFICE: Van Nuys

C. OF O. ISSUED: MAR 4 1955

LA 9831

C or O $2.00

DWELL. UNITS

PARKING SPACES

GUEST ROOMS

FILE WITH

CUNT. INSP.

11. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 0/0

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.

Florina R Pedlow
SIGNED

This Form When Properly Validated is a Permit to Do the Work Described

VALUATION APPROVED

APPLICATION CHECKED: MKeer

PLANS CHECKED

CORRECTIONS VERIFIED

PLANS APPROVED

APPLICATION APPROVED: MKeer

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

(Form B-1

5/3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form 6-3

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.

E

1. LEGAL LOT: 18	BLK.	TRACT: 6434		DIST MAP: 7385
2. BUILDING ADDRESS: 5456-58 Vineland Ave.		N-H.	APPROVED	ZONE: M-2
3. BETWEEN CROSS STREETS: Magnolia AND Burbank				FIRE DIST: 2 ac
4. PRESENT USE OF BUILDING: Storage building	NEW USE OF BUILDING: Demolish			INSIDE KEY: 50
5. OWNER: Alfredo Chezzi	PHONE			COR LOT / REV. COR.
6. OWNER'S ADDRESS: 5702 Vineland Ave. NH	P O.	ZONE		LOT SIZE: 50 X 323.8
7. CERT ARCH	STATE LICENSE	PHONE		
8. LIC. ENGR	STATE LICENSE	PHONE		REAR ALLEY / SIDE ALLEY
9. CONTRACTOR: owner	STATE LICENSE	PHONE		BLDG. LINE: 25
10. CONTRACTOR'S ADDRESS	P. O.	ZONE		AFFIDAVITS: /

11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
irreg. 22 x 54	1	9'	Two - One living & garage

3

5456-58 Vineland Ave.

DISTRICT OFFICE: VN

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. $ 200.00				BLDG. AREA
14. SIZE OF ADDITION. STORIES HEIGHT		VALUATION APPROVED: Skabik		DWELL UNITS
15. NEW WORK: (DESCRIBE) EXT. WALLS ROOFING		APPLICATION CHECKED: Ferguson		PARKING SPACES
Sewer Capping Permit # 05027 Demo as per file X 16717		PLANS CHECKED: /		GUEST ROOMS
		CORRECTIONS VERIFIED		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.		PLANS APPROVED		CONT. INSP
SIGNED X [illegible]		APPLICATION APPROVED: Ferguson Skabik		INSPECTOR

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	B.P.	I.F.	O.S.	C/O
D	molish		X		2.00	X		

VALIDATION — CASHIER'S USE ONLY

MAR-12-59 12605 Ca VN•28513 M — 1 2.00

This Form When Properly Validated is a Permit to Do the Work Described.

5844-58 Vineland Avenue

March 19, 1959

8. An inspection has been made of the nonconforming, one-story, Type V, 16' x 48' wood-frame and corrugated metal sided storage building, G-1 Occupancy.

The building has the following deficiencies which must be corrected:

1. The building at the present time is being illegally occupied as a repair garage, F-1 Occupancy. Section 91.0313 (f) M.C.

2. The building is of substandard construction and cannot meet the minimum requirements of the Los Angeles Municipal Code. Section 91.0103 (a) M.C.

Demolish and remove this substandard 16' x 48' storage building.

9. An inspection has been made of the nonconforming, one-story, Type V, 25' x 48' wood-frame and metal building which was erected as a residential dwelling. At present the building is illegally occupied as a commercial storage, G-1 Occupancy.

The building has the following deficiency which must be corrected:

1. The building has been illegally converted from a one-family dwelling to a commercial storage without benefit of a building permit. Section 91.0315 (b) M.C.

Discontinue use of the building as a G-1 Occupancy storage or submit plans and obtain the necessary building permits to make the building comply for a permitted use in an M2 Zone

10. An inspection has been made of the nonconforming, one-story, Type V, 29' x 36', wood-frame, siding and stucco, one-family dwelling and attached carport. At present the building is being occupied as a one-family dwelling with an illegal 9' x 17' office, G-1 Occupancy.

The building has the following deficiencies which must be corrected:

1. The dwelling portion of the building had no apparent building violations at the time of the inspection.

2. The 9' x 17' carport has been illegally converted to an office of G-1 Occupancy use. There is no permit of record for this conversion. Section 91.0315 (b) M.C.

1

APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

Form B-1

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: 20	BLK.	TRACT: 6434		DIST. MAP: 7385
JOB ADDRESS: 5444 Vineland Ave.			APPROVED: NH	ZONE: M2
2. BETWEEN CROSS STREETS: Burbank Blvd. AND Chandler Blvd.				FIRE DIST.: 2 DS
3. PURPOSE OF BUILDING: Automotive Garage				(INSIDE) 50 KEY
4. OWNER: W.P. Archer	PHONE			COR. LOT
5. OWNER'S ADDRESS: 5029 Bluebell Ave.	P.O.	ZONE: NH		REV. COR. / LOT SIZE: 50 x 323.8
6. CERT. ARCH.: None	STATE LICENSE	PHONE		
7. LIC. ENGR.: D.C.Butz	STATE LICENSE: #432	PHONE: PO.25219		REAR ALLEY / SIDE ALLEY /
8. CONTRACTOR: A.B. Adamson	STATE LICENSE: 61518	PHONE: EM.21650		BLDG. LINE: 25'
9. CONTRACTOR'S ADDRESS: 10200 Gaviota Ave.	P.O.	ZONE		AFFIDAVITS: /
10. SIZE OF NEW BLDG. STORIES: 1 HEIGHT: 14'	NO. OF EXISTING BUILDINGS ON LOT AND USE: (2)office-Rest Room			

1 5444 Vineland Ave. — DISTRICT OFFICE

11. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☒ CONC. BLOCK ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☒ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING: compo.	SPRINKLERS REQ'D. SPECIFIED	BY
12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 23,000.00			BLDG. AREA: 4040	
	VALUATION APPROVED: Crum		DWELL. UNITS	
	APPLICATION CHECKED: Ferguson		PARKING SPACES	
	PLANS CHECKED: Ferguson		GUEST ROOMS	
	CORRECTIONS VERIFIED		FILE WITH	
	PLANS APPROVED: NH		CONT. INSP.	
	APPLICATION APPROVED: Ferguson		INSPECTOR	PUBLIC SEWERS

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.

A. B. Adamson
SIGNED

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	B.P.	L.D.	O.S.	C/O
III B	F-1	40	44.75		89.50	X	X	

VALIDATION — CASHIER'S USE ONLY

Jul-23-59 42447 Ck VN L - 2 44.75

SEP-4-59 50724 Ck VN 42929 L — 1 89.50

H9604

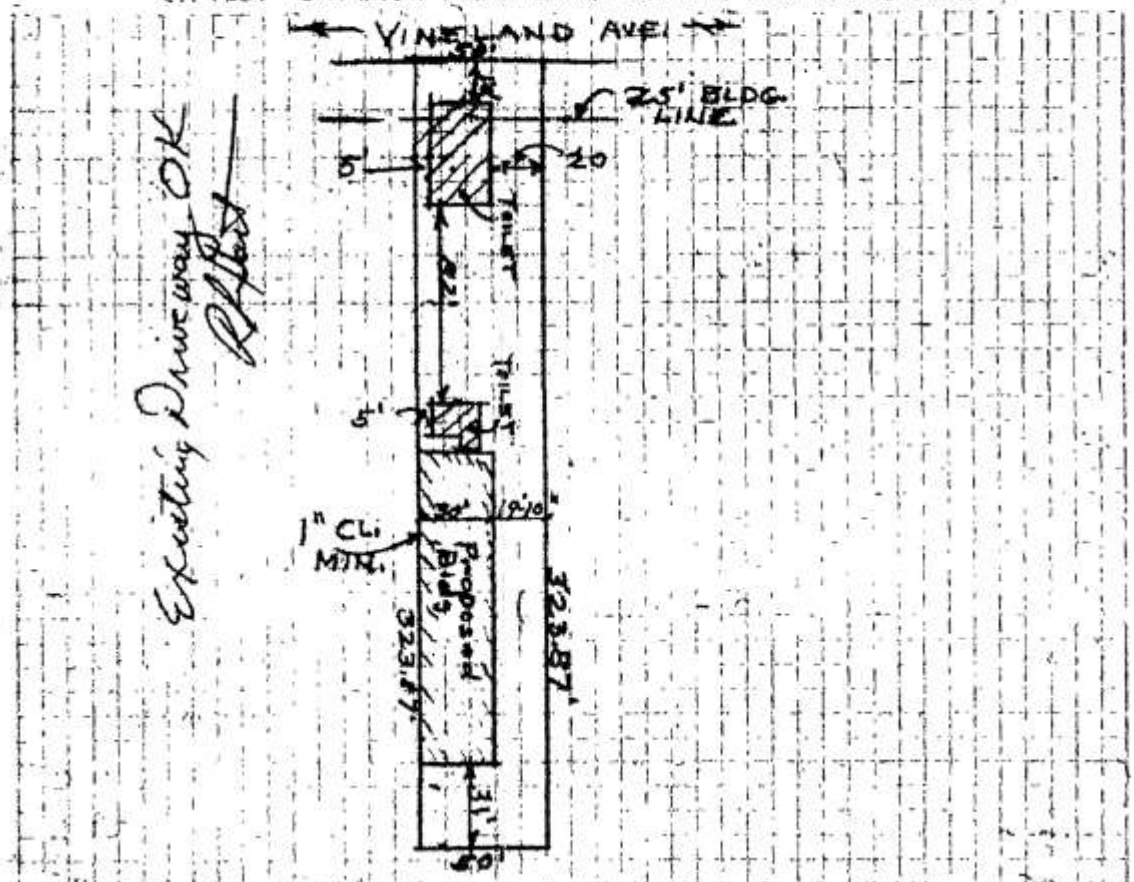
DIV. Ltr. req'd. Plns. not req'd. Appr. not req'd. before bldg. permit Plns. filed

LEGAL DESCRIPTION

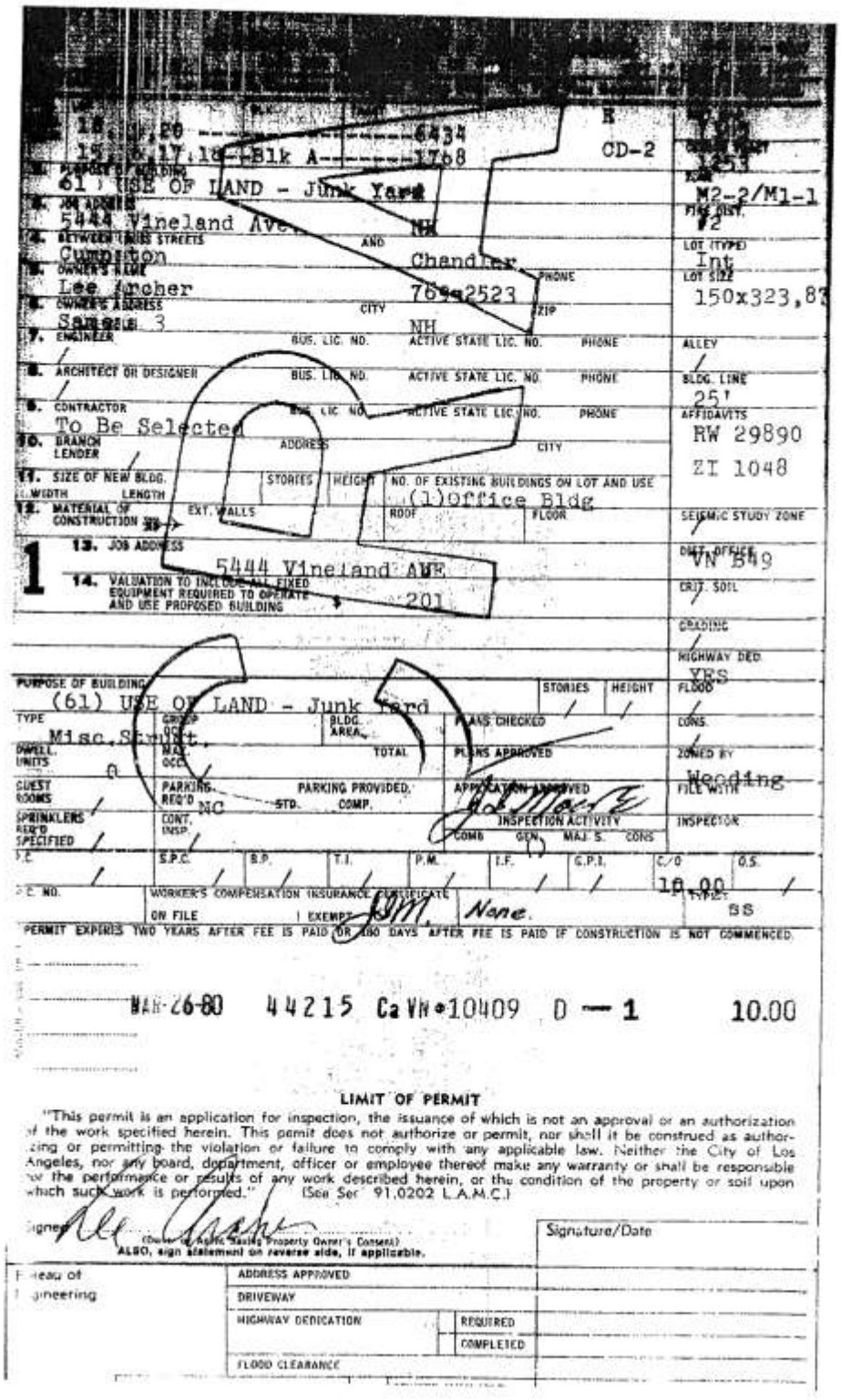
LOT 3 TRACT 6434

TRACT- 6434

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



11-30-59 CG



16 [illegible] 6434
15 [illegible] Blk A 1768
CD-2
61 USE OF LAND - Junk Yard
5444 Vineland Ave. NH
Cumpston Chandler
Lee Archer 769-2523
Sa[illegible] 3 NH
To Be Selected
(1)Office Bldg
5444 Vineland AVE.
201
M2-2/M1-1
2
Int
150x323,83
25'
RW 29890
ZI 1048
VN 549
YES
(61) USE OF LAND - Junk Yard
Misc. Struct.
0
NC
Wedding
10.00
SS
None.
WAR 26 80 44215 Ca VN 10409 D — 1 10.00

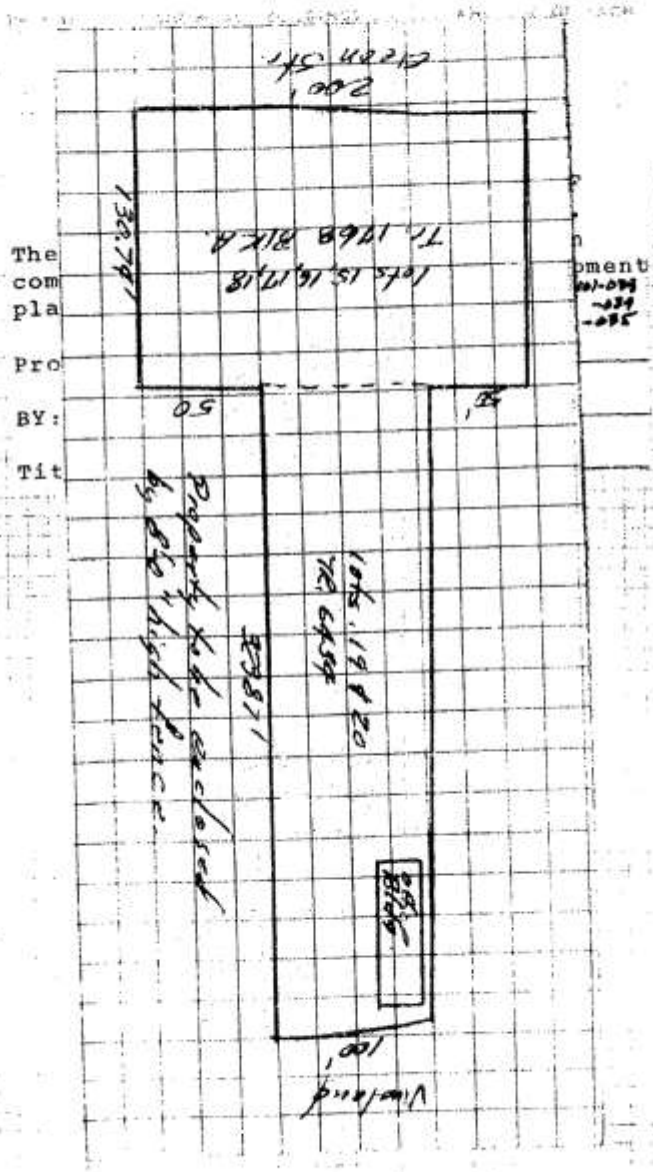
LIMIT OF PERMIT

"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.)

Signature/Date

ADDRESS APPROVED
DRIVEWAY
HIGHWAY DEDICATION — REQUIRED / COMPLETED
FLOOD CLEARANCE

Lee Archer OWNER. 3/26/80
LEE ARCHER



Address of Building 5444 VINELAND AV., N. HOLLYWOOD

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.

Issued 2-19-81

Permit No. and Year 0 1 9 0 1 1 0 0 0 5 3

ANNUAL INSPECTION - 1981

USE OF LAND FOR IMPOUND YARD
Inspected per Section 12.26F
SIX REQUIRED PAVED PARKING SPACES
M2-2 Zone

Owner Lee R. Archer
Owner's Address 5444 Vineland Av., N. Hollywood
CA 91601
RD:cga

5000383200500001340 BY W. KRAMBO

Form B-95b

Bla 220-80
BOARD 2-22-80

City of Los Angeles
Department of Building and Safety

REQUEST FOR MODIFICATION OF BUILDING ORDINANCES

B & S COM-31—R 12.78

FILE NO. [illegible]

DISTRIBUTION
- ☐ Owner
- ☐ Petitioner
- ☐ ..... Bur
- ☐ .....
- ☐ Pl. Ck.
- ☐ Insp.
- ☐ Fire
- ☐ Health

RECEIVED FEB 20 1980 BUILDING AND SAFETY COMMISSION LOS ANGELES

INFORMATION: Please print in ink or type form in triplicate.

LOT 18, 19, 20 | BLK | TRACT 6434

Owner LEE ARCHER
Address 5444 Vineland
No Hollywood Zip
Phone 769 2523

Petitioner
Address
Zip
Phone

JOB ADDRESS 5444 VINELAND

District 7385 VAN NUYS | Type
Permit No. — | Stories
Job Order — | Occ.
Plan Ck No. — | F. D. Two
Zone R1 2-2
Use of Bldg Use of land
Job Status EXISTING

REQUEST: Submit plans if necessary to illustrate request. Additional sheets or data may be attached.

The North side of our property is divided between our neighbor with a 6 ft. cement block wall. This wall belongs to our neighbor. We have put up an 6 ft. link fence with barbed wire on our side of this wall. It is not reasonable or necessary to put up another 8 ft. fence between the two properties. This is on private property and cannot be seen from the street. We request that we be allowed to operate with the existing facilities.

Code Sections: 12.19 A. 4(c)

JUSTIFICATION: See back side for basis of approval information.

We have never had a complaint from any of our neighbors as this property is not a junk yard but is used for storing of vehicles towed for the Police Department and California Highway Patrol It has always been maintained in an orderly manner and has complied with their recommendations for a storage yard. We have always passed their yearly inspections.

Petitioner's Signature [signature] Position Owner Date

Reviewed By J. Moore Date 2/26/80

DEPARTMENT ACTION: (In accordance with Sect. 98.0403 L.A.M.C.

The Request is ☐ Granted (See attached letter). ☒ Denied (See reverse for appeal information)

☐ Written concurrence from the Health/Fire Departments is required.

Conditions Of Approval: (Reasons For Appeal in Case Of Denial)

Claims for refund
#220689
Filed 3/24/80

Request (IS) (IS NOT) in conformity with the spirit and purpose of Code Section involved.

James J. Moore 2/26/80
DEPARTMENT ACTION BY & DATE

APPEAL OF DEPARTMENT ACTION TO BOARD OF BUILDING AND SAFETY COMMISSIONERS:
(Owner's signature, statement of reasons for appeal and filing fees are required.)

Owner's Signature (Must be the real party in interest — Bd. Res. No. 682) (NOTE: Agent's or representative's signature not acceptable)

X Lee Archer DATE 2/13/80

DEPARTMENT USE ONLY
No. of Items 1
Fee due $50
Fee verified J. Moore

(Cashier Use Only)
FEB 20 80 36171 CK Y • • E 15— 50.00

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

ADDRESS OF BUILDING: **5444 N. VINELAND AV.**

NOTE: Any change of use of occupancy must be approved by the Department of Building and Safety.

[X] This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.*
(Non-Residential Uses)

[ ] This certifies that, so far as ascertained by or make known to the undersigned, the building or portion of building described below and located at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1,3,4, and 5; and with applicable requirements of State Housing Law-for following occupancies:*
(Residential uses)

1303045

Permit No. and Year: 01026-10000-00128

USE OF LAND, AUTOMOBILE IMPOUND YARD. TO CORRECT DEPARTMENT RECORDS INDICATING EXISTING AUTO ESTABLISHMENT WITH A CERTIFICATE OF INSPECTION . NO CHANGE OF OCCUPANCY.

Total Parking Required: 6 [X] No Change in Parking Requirement.

Total Parking Provided: 6 = Standard: 6 + Compact: + Disabled:

* **ALSO SUBJECT TO ANY AFFIDAVITS OR BUILDING AND ZONING CODE MODIFICATIONS WHETHER LISTED ABOVE OR NOT.**

Issued By/Office:	Bureau:	Division:
(LA) -C.D. #: 2	CODE ENF:	VEIP:

OWNER: CARTIER, JEAN E. TR. DOROTHY ARCHER DECD
OWNER'S ADDRESS: 12655 EL CAMINO REAL
ATASCADERO, CA 93422

Issued: June 13, 2001

BY: E. HERRERA/jj

08-B-95C (R.11/89)

5458 N Vineland Ave

Permit #: **98019 - 20000 - 00241**
Plan Check #: B1314 Reference #:
Event Code:

Bldg---Demolition
1 or 2 Family Dwelling
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: 03/30/98
Printed on: 03/30/98 13:43:54

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
TR 6434		18		M B 74-2	174B173 1278	2416 - 001 - 041

3. PARCEL INFORMATION
BAS Branch Office - VN
Council District - 2
Census Tract - 1253.000
Energy Zone - 9
Lot Size - IRR
Lot Type - Interior
Thomas Brothers Map Grid - 563
ZONE: MR2-1VL/

4. DOCUMENTS
Z1 - 1048

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s)
Cartier, Jean E Tr Dorothy Archer Dec 12655 El Camino Real ATASCADERO CA 93422

Tenant

Applicant (Relationship Owner-Bldr)
- Owner-Builder

7. EXISTING USE / **PROPOSED USE**
1 Dwelling - Single Family

8. DESCRIPTION OF WORK
DEMOLITION OF EXISTING 1 STORY SFD. HANDWRECK
PLUMBING PERMIT FOR SEWER CAP
FENCE TO BE PROVIDED AROUND SITE ONCE DEMO COMPLETED
FLOOR AREA BEING DEMOLISHED IS 780 SF PER LUPAMS

9. # Bldgs on Site & Use: 1-SFD

For Cashier's Use Only W/O #: **81900241**

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Truong Huynh DAS PC By:
OK for Cashier: Sean Dang Coord. OK:
Signature: Truong Huynh Date: 3/30/98

11. PROJECT VALUATION & FEE INFORMATION Final Fee Posted
Permit Valuation: $2,500 PC Valuation:

FINAL TOTAL Bldg—Demolition	126.85
Permit Fee Subtotal Bldg—Demolit	71.25
Plumbing	18.53
E.Q. Instrumentation	0.50
O.S. Surcharge	2.21
Sys. Surcharge	6.62
Planning Surcharge	2.74
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	20.00
Permit Fee-Single Inspection Flag	

Sewer Cap ID: NOT REQD Bond Payment Amt:

12. ATTACHMENTS
Plot Plan

03/30/98 02:09:55PM VN01 T-9899 C 31
DEMO PERMIT 71.25
INVOICE # 0000000 PP
PLBG PERMIT RE 18.53
EI RESIDENTIAL 0.50
BLDG PLAN CHEC 20.00
SYS DEV 6.62
CHE STOP 2.21
MISCELLANEOUS 5.00
CITY PLAN SURC 2.74
TOTAL 126.85
CHECK 126.85

98VN 32817

0 6 5 4 0 1 0 0 2 8 0

NAME F. Todlow ADDRESS 5452 Vineland No. 474

DBA Same DATE 4-27-55 Code 3A

ON ____ Side of Street—between ____ and ____

BOARD OF FIRE COMMISSIONERS, CITY OF LOS ANGELES:

In conformance with the Ordinances of the City of Los Angeles and under the supervision of the Chief Engineer of the Fire Department or his duly authorized representative, application is hereby made for

AN ORIGINAL PERMIT ☐ A RENEWAL OF PERMIT ☐ A TRANSFER OF PERMIT ☐ to install or maintain

☐ AIRCRAFT FUELING POST ☒ AUTO FILLING STATION ☐ PUBLIC GARAGE
☐ AIR VEHICLE FACTORY ☐ AUTO PARKING STATION ☐ PUBLIC OIL DEPOT
☐ AIR VEHICLE HANGAR ☐ PUBLIC FILLING STATION ☐ TENANT GARAGE

Applicant is a ~~CORPORATION—ASSOCIATION—PARTNERSHIP—~~INDIVIDUAL (Indicate by placing an X above type of organization.)

Signature Woody Durston Title Contractor Applicant's Phone ____

Mail Address ____ Same 76 Hollywood

SPACE BELOW THIS LINE FOR DEPARTMENTAL USE ONLY

Perimeter of property in linear feet: ____

and to install or maintain in connection therewith TANKS AND DISPENSING APPARATUS AS FOLLOWS:

No. of Tanks	Capacity	Contents	Make & Symbol	LAFC No.	Location
1	1000	gas	Rheem	2454-52	27' E of W P.L. 55' S of N
1	1000	gas	Rheem	2454-52	27' E of W. P.L. 27 S of N
1	1000	gas	Rheem	2454-52	27 E of W P.L. 21 S of N

3 TANKS 3000 GALS. UNDERGROUND STORAGE—AND 10 PORTABLE TANKS OF — Gallons Capacity.

First Inspection Date ____ Last Inspection Date 3-21-55 Inspector Robert M. Parkinson Jr.

Recommendation: APPROVAL ~~DISAPPROVAL—CANCELLATION~~—Violation of Ordinance No. ____ Section ____

Previous Permit Granted ____ (date) To Detail ____ (date) By ____

Former Permittee ____ (for use on transfer of permit only) Inspector Completed ____

Prepared for Comm. ____ (date) By ____ (date) MAY 10 1955

Remarks: APPROVED: FOR ZONING ONLY
Department of
Building and Safety.
G. E. MORRIS,
Superintendent of Building.
By ____ Date DEC 2 1954

Chief Engineer

F-303—674 Form—1-54

DISPENSING APPARATUS

No.	Make and Symbol	LAFC	Location
1	National A 38		Front Island
1	National A 38		Front Island
1	National A 38		Front Island

3 Dispensing Units of which — are Visible 3 are Meter and — are Blind.

CHECK SHEET

GARAGES AND PARKING STATIONS

Area Used ..... Square Feet
Open Lot Only .....
Height of Bldg. ..... Type .....
Basement ..... Sub-Basement .....
Basement Openings Protected .....
Basement Ventilation .....
CO^2 ..... CTC ..... S & A .....
Foam ..... Dry Powder .....
Condition of Extinguishers .....
Condition of Sprinkler System .....
Occupancy Separation .....
Partitions Separating Repair Shop from Storage and Gasoline Dispensing .....
Housekeeping ..... Wall Vents .....
Condition of Wiring & Elec. Equip. .....
.....
Suction System for Tire Buffers .....
.....
Location & Condition of Pit .....
Storage of Flammable Liquids for:
Cleansing Parts .....
Spraying with Flammable Liquids .....
Approved Automobile Spray Booth .....
Spot Painting Only .....
Storage of Rubber Solvent, Cement .....
Mixing of Rubber Cement .....
Storage of Lube Oil .....
"No Smoking" Signs .....
Metal Containers for Combustible Waste .....
.....
Disposal of Waste Oil .....
Canvas and/or Paper Covers over Motor Vehicles .....
.....
Type of Open Flame .....

AIRCRAFT FUELING POST FILLING STATION

Perimeter of Property, linear ft. 848
Height of Bldg. 1 Type of Bldg. Fr
Open Lot Only yes
Distance between Dispenser & Property Line 14'
Electric Wiring and Equipment OK
Location of Power Control OK
Type of Power Control OK
Occupancy Separation OK
Vapor-Proof Globes OK
Fluorescent Lights —
Neon Lights No
CO^2 — CTC 2 S & A —
Foam 1 Dry Powder —
Condition of Extinguishers OK
Signs ("No Smoking—Stop Motor") Yes
Metal Receptacles for Combustible Waste Yes
.....
Disposal of Waste Oil OK
Housekeeping OK
Condition of Pit or Lube Rack none
Amount of Lube Oil none
Capacity of Lube Oil Container —
Type of Containers —
Amount of Kerosene—Solvent none
Type of Containers —
Vent Pipes 1 1/2 Fill Pipes 3"
Suction Pipe Lines 1 1/2"
Return Pipe Lines —
Overflow Pipe Lines —
Air Exhaust Pipe Lines —
Curb Pipe Fill Line No
Illegal Repairing Being Performed No
Was C. of O. Granted? Yes
Location & Type of Heater none

Form 526.3 (a) Rev.

APPLICATION FOR FIRE PERMIT

OFFICE OF THE CITY CLERK — LOS ANGELES

NAME OF OWNER(S) William P. ARCHER

DOING BUSINESS AS ARCHER'S VINELAND SERVICE

BUSINESS ADDRESS OR LOCATION DESCRIPTION 5444 VINELAND AVE

MAILING ADDRESS No. HOLLYWOOD

TYPE OF BUSINESS AUTO FUELING STATION

DATE STARTED 9-22-63

TELEPHONE NUMBER 769 2523

FEES	
Permit Fee	$ 15.00
Penalty	$
Total	$

NO. OF VEHICLES	CLASSIFICATION	TANKS NUMBER	MAXIMUM CAPACITY	MAX. QUANTITY HAZARDOUS MATERIAL	OIL WELL, LAFD No.
	702				

PERMIT GRANTED

NOTICE TO APPLY: You are hereby directed to apply and pay the required fee to the City Clerk for a permit on or before OCT 31, 1963 or penalty will apply.

Issued by: S. L. Temple INSPECTOR Date 9-22-63

APPROVED: S. L. Temple Date 9-22-63

APPLICATION FOR PERMIT: I hereby declare that I am the owner of the above business or authorized representative of the owner and that I am in charge of the business, operation, occupation or premises described herein. I agree to comply with all Regulations, Laws or Ordinances pertaining to or regulating such business that are now in effect or that may be hereafter adopted.

SIGNATURE OF APPLICANT Lowell Inverty

Title Bookkeeper Date 9-23-63

OFFICE COLLECTION	INSPECTOR REPORT	OFFICE BILLING
Fee $ 15.00	Fee $	Fee $
Penalty	Penalty	Penalty
Total 15.00	Total	Total

OCT 8

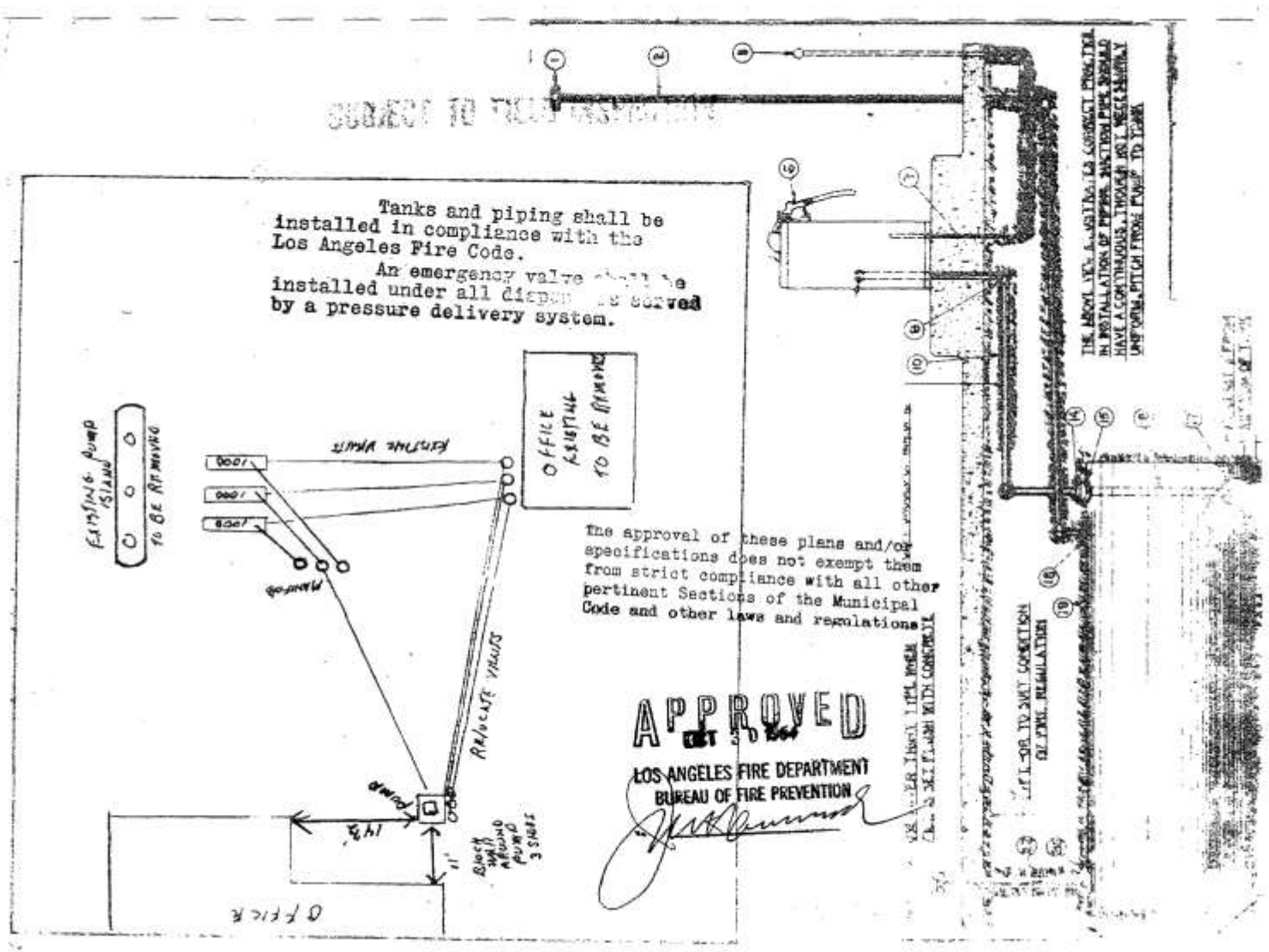
39773-74 Cw 9-24 Bruns 9-22-63

PERMIT NUMBER

TO BILLING UNIT — INITIAL — DATE

DEPUTY CITY CLERK

NO BILLING REQUIRED — INITIAL — DATE


Tanks and piping shall be installed in compliance with the Los Angeles Fire Code.
An emergency valve shall be installed under all dispensers served by a pressure delivery system.
The approval of these plans and/or specifications does not exempt them from strict compliance with all other pertinent Sections of the Municipal Code and other laws and regulations.
APPROVED
LOS ANGELES FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION
OFFICE
EXISTING PUMP ISLAND TO BE REMOVED
EXISTING VENTS
EXISTING TANKS
PUMP
REMOVE VENTS
17½'
11'
BLOCK WALL AROUND PUMP 3 SIDES
OFFICE

.os Angeles Department of Building and Safety

Parcel Profile - Report Date: 8/15/2018 11:53:35 AM

JOB ADDRESS(ES)

5444 N VINELAND AVE, LOS ANGELES, CA 91601

1. PARCEL LEGAL DESCRIPTION INFORMATION:

Tract:	TR 6434
Block:	
Lot:	20
Arb:	NO
Modifier:	FR
Map Reference Number for Tract Recordation:	M B 74-2
Parcel Identification Number:	174B173 1314 (/OnlineServices/PermitReport/PermitResultsbyPin?pin=174B173%20%201314)

2. BASIC ZONING INFORMATION FOR PARCEL:

Alquist-Priolo Fault Zone:	NO
Area Planning Commission:	South Valley
Baseline Hillside Ordinance:	NO
Baseline Mansionization Ordinance:	NO
Certified Neighborhood Council:	NoHo
Community Redevelopment Area:	NO
Council District:	2
District Map:	174B173
Flood Hazard Zone:	NO
Hillside Grading Area:	NO
Hillside Ordinance Area:	NO
LA Preliminary Fault Study Area: (/OnlineServices/PermitReport/DisplayPDF?path=LAPFRSA.pdf)	NO
Planning Area / Community Name:	North Hollywood - Valley Village
Zone(s):	MR2-1VL

3. GEOGRAPHICALLY ORIENTED PARCEL INFORMATION:

500 Foot School Zone:	YES

Airport Hazard Area:	NO
Alley:	NO
Building and Safety Branch Office:	VN
Building Line Setback:	NO
Census Tract:	1253.10
City Street R/W:	NO
City Walk R/W:	NO
Coastal Zone Conservation Act:	NO
Community Design Overlay District:	NO
Community Noise Equiv. Level:	NO
Compacted Filled Ground:	NO
Division of Land:	NO
Division of Land Exemption:	NO
Earthquake-Induced Landslide Area:	NO
Earthquake-Induced Liquefaction Area:	YES
Easement:	NO
Energy Zone:	9
Environmentally Sensitive Area:	NO
Fire District:	2
Front Yard Setback:	NO
Future Street:	NO
GPI Plan Route Office:	NO
High Wind Area:	NO
Highway Dedication:	NO
Hillside Street:	NO
Lot Cut Date:	NO
Lot Size:	NO
Lot Type:	NO
Methane Hazard Site:	Methane Buffer Zone
Nat. Water Course:	NO
Near Source Zone Distance:	3.9
Oil Well Area:	NO

Parcel Area (sqft):	14885.40
Parcel Map Exemption:	NO
Parking District:	NO
Parking Layout:	NO
Private Street:	NO
Read Yard Setback:	NO
Side Yard Setback:	NO
Thomas Brothers Map Grid:	563-A2
Vacated Street/Alley:	NO
Vehicular Access Waived:	NO

4. CITY DOCUMENTS ASSOCIATED WITH PARCEL:

Community Development Block Grant:	SEZ-LOS ANGELES STATE ENTERPRISE ZONE
	LARZ-Valley
City Planning Case(s):	CPC-2003-3256-ICO
CRA:	ZI 1048 N HOLLYWOOD
Ordinance:	ORD-99300
	ORD-175631
	ORD-162937
	ORD-64596
TNI:	North Hollywood
Zoning Information File(s):	ZI-1048 North Hollywood Redevelopment Project
	ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE
	ZI-2452 Transit Priority Area in the City of Los Angeles

5. OTHER PARCEL RELATED INFORMATION:

STATE OF CALIFORNIA — PETE WILSON, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION
101 CENTRE PLAZA DRIVE
MONTEREY PARK, CA 91754-2156
(213) 266-7500

RECEIVED
DEC - 6 1991
UNDERGROUND TANK
PLAN CHECK/ENVIRO

December 3, 1991

Mr. Lee Archer
Archer's Towing Service
5444 Vineland Ave.
North Hollywood, Ca. 91601

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
Claim No. P 577 359 498

WELL INVESTIGATION PROGRAM - SITE INSPECTION
(FILE NO. 111.1808)

Your facility was inspected by member(s) of this Regional Board's staff on November 13, 1991. The inspection focused mainly on past and present methods used for handling chemicals and wastes at your facility.

During the site visit, the inspector(s) observed the following condition(s) that may result in soil and potential groundwater pollution:

1. Your facility previously operated an underground tank used for storage of gasoline. The tank has reportedly been out of service for approximately five years.

The major concern of this Agency's Well Investigation Program is to determine possible sources contributing to pollution in nearby drinking water wells. The program is comprehensive, since even small discharges may have significant additive effects on the quality of ground water in the area.

In order to fully evaluate subsurface conditions on-site, all point sources which could contribute to soil and/or ground water pollution must be evaluated. Your company must conduct a facility audit and provide the following information:

1. a. Summarize any past and present underground and above-ground tank activities.

   b. Summarize any past and present solvent tank(s) and any other parts cleaning activities.

   c. Summarize any past and present chemical/waste storage and handling activities.

   d. Provide a complete pipeline diagram depicting any wastewater collection treatment and discharge system, used in the past and present. Emphasis should be placed on depicting the collection and disposal points.

2. In order to determine the integrity of your underground tank(s) the following information must be submitted to this Regional Board:

   a. A complete underground tank inventory and chemical storage history.

   b. Date(s) of installation/removal, size, and location of the underground storage tank(s).

   c. Results of any tank integrity testing performed on the underground storage tank(s).

   d. Reports containing results of any soil sampling and testing completed.

   e. Any plans for upgrading the underground storage tank(s).

Emphasis should be placed on depicting areas and identify their uses on-site. A site map, to scale, showing the location areas of concern is required.

The information will be reviewed and a determination made regarding the need of any subsurface investigation for your facility.

Your facility audit report is due to this Regional Board by January 20, 1992.

If you have any questions regarding this matter, please contact me at (213) 266-7546 or Mr. Jimmie Woo at (213) 266-7591.

David A Bacharowski

DAVID A. BACHAROWSKI
Environmental Specialist IV

cc: Mr. Chris Stubbs, U.S. EPA Region IX
Mr. Bill Jones, Los Angeles County - Forester and Fire Warden
Mr. Bruce Wojcik, Los Angeles County - Forester and Fire Warden
Captain Rick Camarena, City of Los Angeles - Fire Department, Underground Tank Unit

G

CITY OF LOS ANGELES - DEPARTMENT OF BUILDING AND SAFETY
APPLICATION FOR GRADING PERMIT AND FOR GRADING CERTIFICATE
** PLEASE TYPE OR PRINT IN INK CLEARLY **

(A) JOB ADDRESS: 5444 Vineland Avenue | SUITE/UNIT NO. | CROSS STREETS: Burbank Bl / Off Map

TRACT	BLOCK	LOT(S)	ARB	UNIT	ASSESSOR'S ID
6434		pt 20			2416-001-043

LOT TYPE	ZONE	ALLEY	BUILDING LINE	SEISMIC STUDY ZONE	COUNTY REF.
int.	MR2-1VL	—	—	—	MP 74-2

LOT SIZE	FIRE DISTRICT	GRADING	HIGHWAY DED.	FLOOD ZONE	DIST. MAP
50 X 1298	II	—	yes	—	174B173

AFFIDAVITS, EASEMENTS AND RESTRICTIONS: ZI 1048

DIST. OFFICE: ☐ METRO ☐ WILSHIRE ☒ VAN NUYS ☐ SAN PEDRO ☐ W.L.A. ☐ W. VALLEY

CENSUS TRACT: 4153

COUNCIL DIST.: 4

(B) BLDG. OWNER: Jean Cartier (PHONE) | SUITE/UNIT NO.
ADDRESS: 12665 El Camino Real
CITY/STATE/ZIP: Atascandero, CA 93422

APPLICANT: Ami Adini & Assoc (PHONE 213 913 4073) | SUITE/UNIT NO.
ADDRESS: 4657 Hollywood Bl
CITY/STATE/ZIP: Los Angeles, CA 90027

CIVIL ENGINEER NAME / ADDRESS / ACTIVE STATE LIC. NO. / CITY BUS. LIC NO. / PHONE NO.

ENGR. GEOLOGIST ( )

SOIL ENGINEER ( )

GEN. CONTR.: Ami Adini & Assoc Inc. 587840 69956044 (213)913-4073

DESCRIPTION OF GRADING WORK: excavation for removal of 3- 1,000 gal tanks and restoration of paving to exist grade

(C) PURPOSE OF GRADING: (60) removal, excavation and backfill 3- 1,000 gal underground tanks

CUBIC YARDS				MAX SLOPE			
CUT 57	FILL 72 (GP) 51 (CE)	EXPORT	IMPORT 15	CUT 1:1	FILL 2:1	EXPORT CAP	IMPORT DATE POSTED

CAL. ENVIRONMENTAL QUALITY ACT: ☒ EXEMPT ☐ COMPLETE
RETAINING WALL REQ'D: ☐ YES ☒ NO HEIGHT
BOND: ☐ CASH ☐ SURETY AMOUNT n/a

LIST ALL APPLICABLE REPORTS, DEPT. LETTERS AND RESPECTIVE DATES

PLAN CHECK NOTES/SUPERINTENDANT LETTER AND AFFIDAVITS: fire department permit no 4381, issued on 8-4-95, for removal of 3-1000 gallon underground gasoline storage tanks

(D) P.C. NO. CC | EVENT CODE | SUPPLEMENT TO PERMIT NO.

HILLSIDE POSTING	ZONING VERIFIED BY A. Gong DATE 8-9-95	BOARD FILE NO.	
PRE-INSPECTION	GRADING PRE-INSPECTION BY DATE	PLAN CHECKED BY DATE	
OAK TREE INSP.	APPLICATION APPROVED BY PRINT A. GONG SIGN A. Gong	BSD 94229 DATE 8-9-95	
PLAN CHECK 93.50	FOR DEPT. USE ONLY		
SUPP. PLAN CHECK			
PLAN MAINT.			
GRADING PERMIT 110.00			
SURCHARGES			
SUPP. SURCHARGES			
ADDL INSPECTION			

PLOT PLAN ATTACHED ☒ YES ☐ NO

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the fee has been paid. This permit expires two years after the 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. 98.0603 L.A.M.C). Claims for refund of fees paid on permits must be filed within one year from the date of expiration for building permits granted by the Department of Building and Safety (Sec. 22.13 & 22.15 L.A.M.C.)

B & S 88-B-0 Rev. 5/88

FOR CASHIER'S USE ONLY

95LA 39952

08/07/95 08:29:50AM LA04 T-6691 C 09

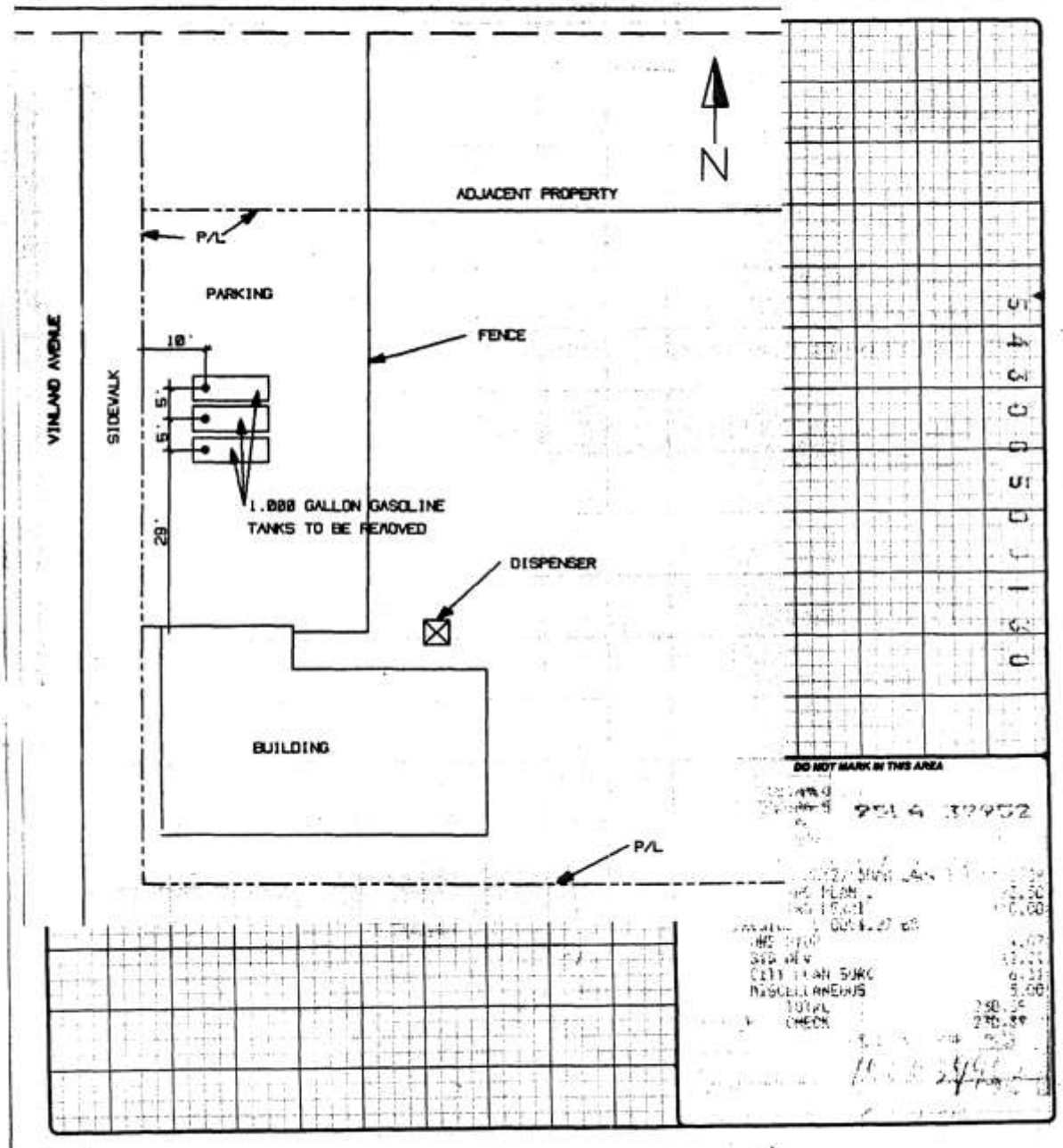
GRADING PLAN C	93.50
GRADING PERMIT	110.00
INVOICE # 0094229 BB	
ONE STOP	4.07
SYS DEV	12.21
CITY PLAN SURC	6.11
MISCELLANEOUS	5.00
TOTAL	230.89
CHECK	230.89

95LA39952
8-9-95
L.M

G

CITY OF LOS ANGELES - DEPARTMENT OF BUILDING AND SAFETY
GRADING PERMIT AND GRADING CERTIFICATE - PLOT PLAN
PLEASE DRAW AND LABEL CLEARLY IN INK

JOB ADDRESS		CROSS STREETS				
5414 Vineland Avenue		Burbank Bl			Off Map	
TRACT	BLOCK	LOT(S)	ARB	UNIT	ASSESSOR'S ID	
6434		pt 20			2416-001-043	



DO NOT MARK IN THIS AREA

PLAN
CHECK

AMI ADINI & ASSOCIATES, INC.

4657 HOLLYWOOD BLVD. • LOS ANGELES, CALIFORNIA 90027 • TELEPHONE 213/913-4073 FAX 213/667-2336

September 29, 1995

Los Angeles City Fire Department
Bureau of Fire Prevention
Underground Tank Enforcement Unit
200 North Main Street
Room 930, City Hall East
Los Angeles, California 90012
Attn: Inspector Skinner

Subject: Underground Storage Tank Removal Project at Property Located at 5444 Vineland Avenue, North Hollywood

Reference: L. A. City Fire Dept. Permit # 4381 Granted 08-04-95

Gentlemen:

Pursuant to your requirements, this letter is to transmit the analytical results from soil samples collected adjacent to the three underground gasoline storage tanks which was removed from the above referenced property on September 7, 1995.

The underground gasoline storage tanks removed from the site were each 1,000 gallons in capacity, constructed of single-wall steel, and were designated as T-1, T-2, and T-3.

Soil grab samples were collected on September 7, 1995 as follows: two soil samples were collected approximately two to three feet below each of the tank's invert in natural soil. The samples were collected at each end of where each tank was located. as were designated as follows: For tank T-1, the samples were designated T-1A and T-1B; for tank T-2, the samples were designated T-2A and T-2B; and for tank T-3, the samples were designated T-3A and T-3B.

Also, one soil sample was collected from below the location of the dispenser associated with the tanks. The sample, designated D-1, was collected directly below the dispenser location at a depth of approximately two feet below ground surface.

Additionally, three grab samples were collected from the stockpiled soil which was excavated during the removal operation of the tanks. The samples, designated SP-1, SP-2, and SP-3 were collected at a depth of approximately one foot into the soils piles, at representative locations on the piles.

The attached Plot Plan/Sampling Map details the former location of the underground tanks, the associated dispenser and the location of the soil samples collected.

AMI ADINI & ASSOCIATES, INC.

4657 HOLLYWOOD BLVD. • LOS ANGELES, CALIFORNIA 90027 • TELEPHONE 213/913-4073 FAX 213/667-2336

All samples were collected in the presence and under the direction of Inspector Skinner of the Los Angeles City Fire Department, by an individual employed by a State Registered Soils Engineer.

Samples were handled and transported to a State certified laboratory using chain-of-custody procedures. A copy of the completed chain-of-custody record is attached.

The ten soil samples collected adjacent to the underground tanks and dispenser were analyzed for total petroleum hydrocarbons as gasoline via EPA method 8015 modified; volatile aromatic compounds (BTEX) via EPA method 8020; and total lead via EPA method 7420. The attached laboratory analytical report indicates the results of all soil sample analyses performed.

The tanks were transported from the site to American Metal Recycling, Inc. in Ontario, California for disposal. The certificate of disposal/destruction to document the legal disposal of the tanks is attached.

Please contact the undersigned should you have any questions regarding this project.

Respectfully submitted,

AMI ADINI & ASSOCIATES, INC.

Larry Witwer
Project Manager

LSW/lac

cc: Mr. Russ Milhoan - Archer's Vineland Service Inc.

Attachments:
1. Plot Plan/Sampling Map
2. Laboratory Chain-of-Custody Record
3. Laboratory Analytical Report
4. Certificate of Disposal For Tanks

STS

Southland Technical Services, Inc.
Environmental Laboratories

7801 Telegraph Road, Suite J
Montebello, CA 90640

Phone (213) 888-0728
Fax (213) 888-1509

09-11-1995

Client: Ami Adini & Associates, Inc
Project: Archer Vineland Service
Project Site: S444 Vineland Ave , N. Hollywood
Matrix: Soil
Batch No. : 0908-G1

Lab Job No.: S50912
Date Sampled: 09-07-95
Date Received: 09-07-95
Date Analyzed: 09-08-95

EPA Method 8020 (BTEX)/8015M (Gasoline)
Reporting Units: mg/kg (ppm)

Sample ID	Lab ID	DF	Benzene	Toluene	Ethyl-benzene	Total Xylenes	Gasoline Range TPH*
	MDL		0.005	0.005	0.005	0.015	1.0
SP-1	S0912-1	1	ND	ND	ND	ND	ND
SP-2	S0912-2	1	ND	ND	ND	ND	ND
SP-3	S0912-3	1	ND	ND	ND	ND	ND
D-1	S0912-4	1	ND	ND	ND	ND	ND
T-1A	S0912-5	1	ND	ND	ND	ND	ND
T-1B	S0912-6	1	ND	ND	ND	ND	ND
T-2A	S0912-7	1	ND	ND	ND	ND	ND
T-2B	S0912-8	1	ND	ND	ND	ND	ND
T-3A	S0912-9	1	ND	ND	ND	ND	ND
T-3B	S0912-10	1	ND	ND	ND	ND	ND

* Gasoline Range TPH are hydrocarbons in the range of C4 - C12.

DF: Dilution Factor (**DF x MDL = Reporting Limit** for the sample).

ND: Not Detected (at the specified limit)

Southland Technical Services, Inc.
Environmental Laboratories

7801 Telegraph Road, Suite J
Montebello, CA 90640

Phone (213) 888-0728
Fax (213) 888-1509

09-11-1995

Client: Ami Adini & Associates, Inc.
Project: Archer Vineland Service
Project Site: S444 Vineland Ave., N. Hollywood
Matrix: Soil
Batch No.: 0908-M1

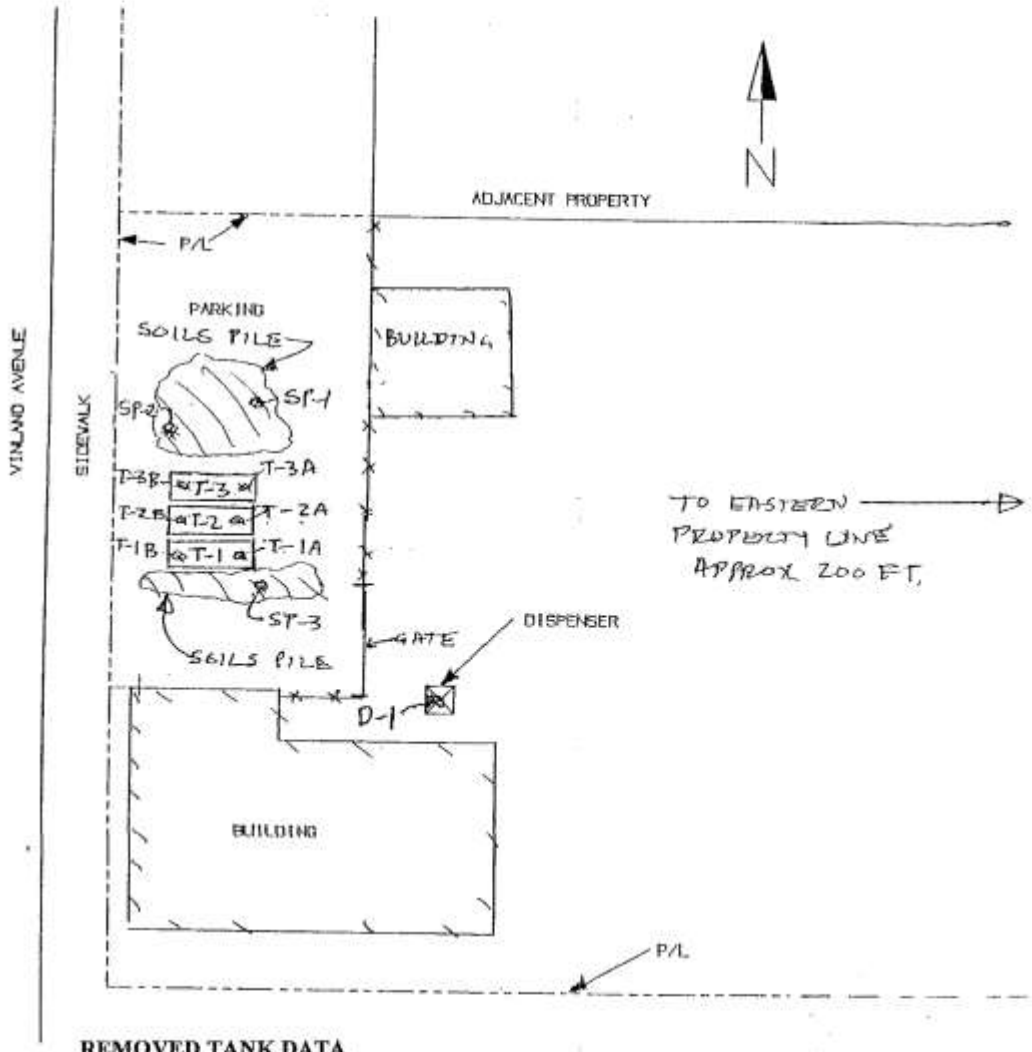
Lab Job No.: S50912
Date Sampled: 09-07-95
Date Received: 09-07-95
Date Analyzed: 09-08-95

EPA 7420 (Total Lead)
Reporting Units: mg/kg (ppm)

Sample ID	Lab ID	Total Lead	Reporting Limit
SP-1	S0912-1	30.9	2.5
SP-2	S0912-2	21.6	2.5
SP-3	S0912-3	9.8	2.5
D-1	S0912-4	9.8	2.5
T-1A	S0912-5	4.1	2.5
T-1B	S0912-6	11.9	2.5
T-2A	S0912-7	5.8	2.5
T-2B	S0912-8	4.2	2.5
T-3A	S0912-9	3.4	2.5
T-3B	S0912-10	5.7	2.5

ND Not Detected (at the specified limit)

PLOT PLAN/SAMPLING MAP



REMOVED TANK DATA
T-1: 1,000 Gallon Gasoline UST
T-2: 1,000 Gallon Gasoline UST
T-3: 1,000 Gallon Gasoline UST

LEGEND
@ T-1A: Soil Sample Location

SCALE:
1" = 20 Ft.

SITE ADDRESS	PROJECT DESCRIPTION	BY
5444 Vineland Avenue North Hollywood, CA	Removal of Three Underground Storage Tanks	Ami Adini & Associates, Inc. 4657 Hollywood Blvd. Los Angeles, CA 90027

STATUS OF TANKS ON SITE

A. Have all tanks been abandoned on this site? (YES) or NO - How many tanks left? ____

B. Are any tanks going to be installed on this site in the future? YES - How many? ____ or (NO)

ROUTING INSPECTORS - Insert ONE copy in each of the following:
1. Div 5 package (original) 2. Inspection blue book 3. Data entry 4. Haz Mat Box F.S. 6.0 Fac. No. 791

Site address 5444 VINELAND	Inspection District No. 38	Division 5 permit No. 4381	
Inspector name SKINNER	Inspector No. 385	Date of abandonment 6/7/99	
Contractor [illegible]	Resp Person LARRY WITMER	Phone no. 213 913 4073	

TANK INFORMATION

Facility/Tank I.D. no.	Tank size Metal or FRP/circle	Product	Soils test	No. of samples	Location of tank bed, trench, or pit	Tank condition Holes	Tank destination
1	1000 (M/F)	GAS	SOILS ANALYSIS	2	BEDROCK/SAND	0	
2	1000 (M/F)	GAS	"	2	BEDROCK/SAND	0	
3	1000 (M/F)	GAS	"	2	SAND/BEDROCK	0	
4	M/F						
5	M/F						
6	M/F						
Soils pile		GAS	SOILS ANALYSIS 7/1/20	3			Destination of tanks:
Piping trench							
Dispenser pit		GAS	SOILS ANALYSIS 7/1/20	1			AMR

Describe excavation: Odor 0 Liquid in hole 0 Other

DOCUMENTS NECESSARY FOR A COMPLETE PACKAGE

ABANDONMENT METHOD (CHECK)	WASH	HAZARD WASTE	FILL IN PLACE	Documents 3 / Due date
Abandonment info sheet	✓			
Time log - Site specific sheet	✓			
Division 5 permit, application, and plot plans	✓			
Cleaning certificates	✓			Collect on-site
Uniform manifest: rinse liquid or tank	rinse ✓	tank	rinse	Collect on-site
Uniform manifest - Piping that is not flushed	✓			Collect on-site
Certificate of disposal - Tank	✓			
Certificate of disposal - Piping	N/A			
Soil Analysis Report	✓			
Chain of custody	✓			
Plot plan - showing locations of samples	✓			
Division 4 fire permit registration - for tanks discovered on site, that have not been previously paid for.				

SOILS REPORT INFORMATION mg/kg - per million ug/kg - per billion

	Action level	Enter highest reading in mg/kg	Exceeds Action level
TPH	100 PPM (mg/kg)	ND PPM	YES (NO)
Benzene	1 PPM (mg/kg)	ND PPM	YES (NO)
Toluene	50 PPM (mg/kg)	ND PPM	YES (NO)
Xylene	50 PPM (mg/kg)	ND PPM	YES (NO)
Ethyuene	50 PPM (mg/kg)	ND PPM	YES (NO)
Total lead	0-200 PPM above bkgrd	ND PPM	YES (NO)
Water samples	anything detected	mg/kg ug/kg	YES (NO)

Misc. comments

BELOW ACTION LEVELS

NO FURTHER ACTION

Package completion & forwarding date:

Check here for comments on back

Appendix C

Site Photographs

Appendix D

Historical Research Documentation

- **Listed Environmental Sites Map**
- **Topographic Map**
- **Aerial Photo**
- **Other Maps & Documents**

SUBJECT SITE INFORMATION			
Address City	5444-5458 VINELAND AVENUE NORTH HOLLYWOOD CA 91601	County Latitude Longitude	LOS ANGELES 34° 10' 12" 118° 22' 12"
Present Tenant	GO FOR LOCATIONS nonclassified establishments/ 1 yrs in business ZIO RENTALS LLC transportation services/ 5 yrs in business	Easting Northing Zone	373739m 3781653m 11

HISTORICAL RESEARCH

The purpose of this Historical Research is to establish prior land use by identifying the present and historical occupants (be it the owner or lessee) of the subject site,5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD and the neighboring addresses.

Occupant History

COMMERCIAL LISTING ONLY

2018	5434 VINELAND AVE	ANTIQUES ART-PIANO RESTORATION-
	5444 VINELAND AVE	GO FOR LOCATIONS-
		ZIO RENTALS LLC-
	5508 VINELAND AVE	PRAXAIR INC-
2016	5444 VINELAND AVE	ZIO RENTALS LLC-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2014	5444 VINELAND AVE	No Commercial Listings-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2012	5444 VINELAND AVE	No Commercial Listings-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2010	5434 VINELAND AVE	A HOME DESIGN-
		ANTIQUES ART & PIANO RSTRTN-
	5444 VINELAND AVE	No Commercial Listings-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2008	5434 VINELAND AVE	ANTIQUES ART & PIANO RSTRTN-
	5440 VINELAND AVE	BADIA DESIGN INC-
	5444 VINELAND AVE	No Commercial Listings-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2006	5440 VINELAND AVE	BADIA DESIGN INC-
	5444 VINELAND AVE	ARCHER'S TOWING-
		ARCHER'S VINELAND SVC INC-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
2004	5440 VINELAND AVE	BADIA DESIGN INC-
	5442 VINELAND AVE	B C CAMERA-
	5444 VINELAND AVE	ARCHER'S TOWING-
		ARCHER'S VINELAND SVC INC-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-

2000	5440 VINELAND AVE	CRANKSHAFT GRINDING CO-
	5442 VINELAND AVE	B C CAMERA-
	5444 VINELAND AVE	ARCHER'S TOWING-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
1998	5440 VINELAND AVE	CRANKSHAFT GRINDING CO-
		DOUGS AUTOMOTIVE SUPPLY-
	5444 VINELAND AVE	ARCHERS TOWING-
	5508 VINELAND AVE	PRAXAIR DISTRIBUTION INC-
1994	5440 VINELAND AVE	CRANKSHAFT GRINDING CO-
		DOUGS AUTOMOTIVE SUPPLY-
	5444 VINELAND AVE	ARCHERS TOWING-
	5508 VINELAND AVE	ALTAIR GASES AND EQUIPMENT INC-

REGULATORY RECORDS RESEARCH

The purpose of this Regulatory Records Research is to establish potential environmental issues at the subject site and adjacent properties in accordance with the Active ASTM Standard E-1527-13 record review requirements and 40 CFR 312.26 Compliant; Reviews of Federal, State, Tribal, and local government records.

REGULATORY RECORDS SUMMARY										
Environmental Concerns	**Pg #**	**Search Dist**	**Site**	**< 1/8**	**1/8-1/4**	**1/4-1/2**	**1/2-1/1**	**area**	**un kwn**	**total**
National Priority List	66	1 mile						1		1
SEMS (CERCLIS)	15	1/2 mile			1					1
NFRAP	16	1 mile		1		1	1			3
Federal Facilities	17	1/2 mile								
Emergency Response Notification System	14	1/4 mile			1				1	2
Hazardous Material Incident Report System	18	subject								
Site Enforcement Tracking System	18	1/4 mile								
Enforcement Docket (DOCKET/CDETS)	14	1/4 mile						1		1
C-Docket	14	1/4 mile								
Integrated Compliance Information System	18	1/2 mile			1					1
CORRACTS	18	1 mile								
RCRA - TSD Facilities	19	1 mile								
Clandestine Drug Laboratories	19	1/2 mile								
Indian LUST/VCP/UST	20	1/2 mile								
Federal Lead	15	1 mile						1		1
State Response	20	1/2 mile				1				1
Voluntary Cleanup Program	20	1/2 mile								
Properties Needing Further Evaluation	22	1/2 mile		1		2	1			4
Military Evaluation Sites	22	1/2 mile								
Expedited Remedial Action	22	1/2 mile								
Border Zone	23	1/2 mile								
School Property Evaluation Program	23	1/4 mile		1						1
SMBRPD Land Use Restrictions	24	1/2 mile								
HWMP Deed/Land Use Restrictions	24	1/2 mile								
Corrective Action	25	1/2 mile								
Historical Sites	25	1/2 mile			1	1				2
CALSITES - No Further Action	25	1/4 mile		11	3	1				15
Cortese	25	1/2 mile								
Leaking Underground Storage Tanks	26	1/2 mile		2	1	4	1			8
Solid Waste Information System	29	1 mile			1					1
Well Investigation Program	29	1 mile								
Drinking Water Program	31	1/2 mile								
Toxic Releases	32	1/2 mile		3	1	3	2			9
Toxic Pits	32	1 mile								
Solid Waste Assessment Test	32	1 mile								
Environmental Concern References				19	10	13	5	3	1	51
Environmental Concern Sites				15	8	7	5	1	1	37
Operating Permits										
RCRA Generators	32	1/4 mile	1	17	15	6				39
SARA Title III,section 313 (TRIS)	32	1/4 mile		1	1	1				3
Nuclear Regulatory Commission Licensees	35	1/4 mile								
PCB Waste Handlers Database	35	1 mile								
Permit Compliance System (PCS)	35	1/4 mile		2	3	1				6
AIRS Facility System (AFS)	35	1/4 mile		1	2					3
Section Seven Tracking System	36	1/4 mile								
FIFRA/TSCA tracking system	42	1/4 mile								
Federal Facilities Information System (FFIS)	42	1/4 mile								
Chemicals in Commerce Information System	42	1/4 mile								
FINDS EPA Facility Index System	42	1/4 mile			1					1
Hazardous Waste Information System	42	1/4 mile	1	48	48	33				130
Underground Storage Tanks	42	1/4 mile	1	11	10	5				27
Operating Permits References			3	80	80	46				209
Operating Permits Sites			1	45	47	34				127
Total References			**3**	**99**	**90**	**59**	**5**	**3**	**1**	**260**
Total Sites			**1**	**60**	**55**	**41**	**5**	**1**	**1**	**164**

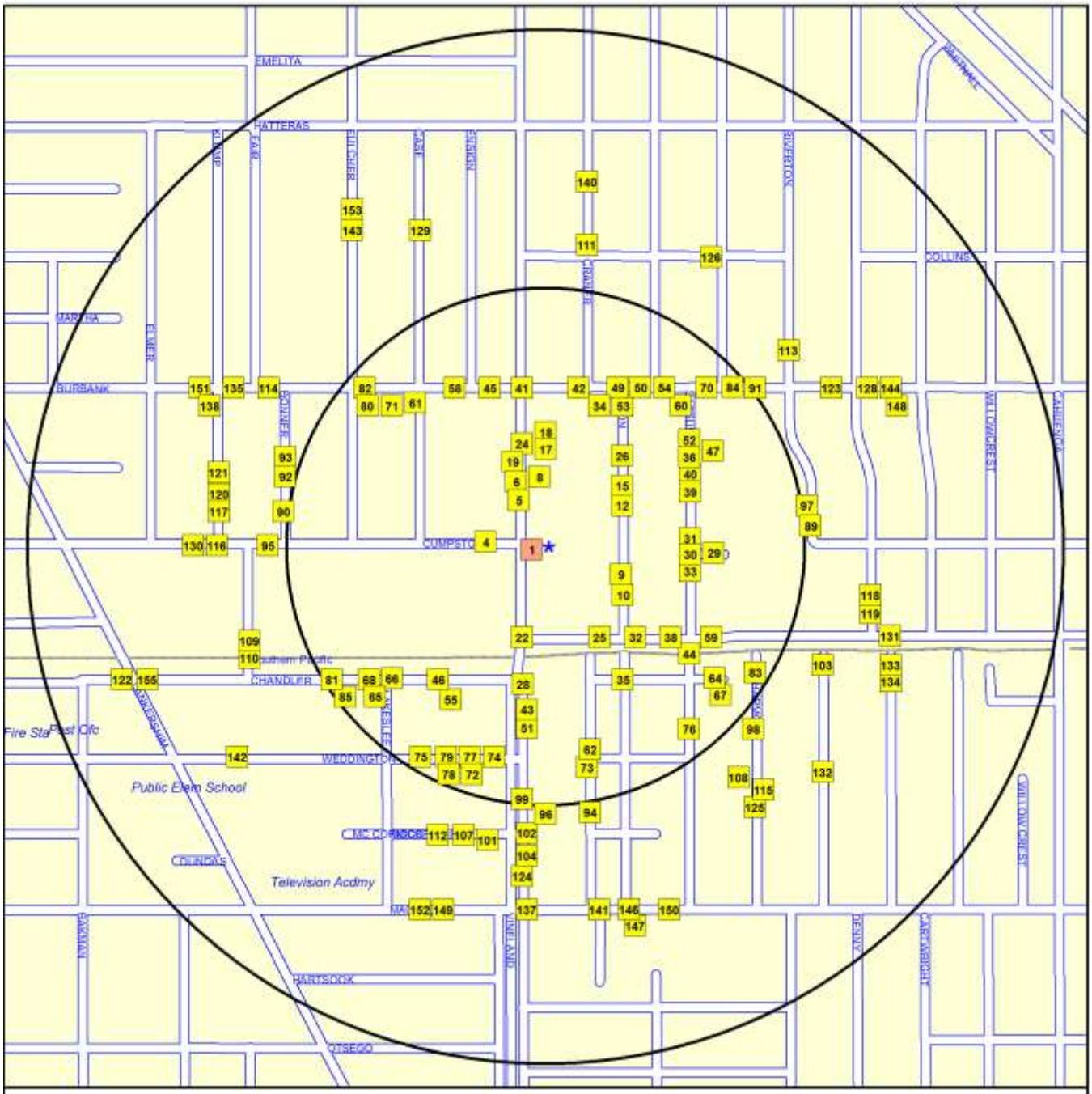
* The classification by distance takes into consideration physical property sizes by assuming a standard size.

08-07-2018

DCIA4601

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY
AT 5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD

08-07-2018 DCIA4601



APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE
AT 5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD

1. ARCHERS VINELAND SERVICE
2. EAST VALLEY AREA NEW HIGH SCHO
3. CIRCUIT BOARD ENTERPRISES
4. TRIPLE NEON CO
5. ALBERT BOUZAGLOW
6. JACK'S AUTOBODY
7. AIRMARK PLASTICS CORPORATION
8. EAST VALLEY HIGH SCHOOL 1 B
9. ARTCRAFTERS CABINETS INC
10. JAMES INGLESES
11. INDUSTRIAL ELECTRONIC ENGINEER
12. G2 GRAPHIC SERVICE INC
13. FORTIN INDUSTRIES INC
14. SURFACE FINISHING INC.
15. C L T PROPERTIES LLC
16. E S FIRESTONE ENGINEERING COMP
17. HERTZ EQUIPMENT RENTAL
18. MAGNOLIA ELECTRIC MTRS CO, INC
19. REMCO TAPE PRODUCTS CO
20. CALTRANS STATION NO. 7
21. U.S.RADIUM CORP.
22. REEL SET
23. WASHINGTON METAL POLISHING
24. JACK'S AUTO BODY
25. WELDCO MFG INC
26. TOSCANELLA INC
27. EZEE MANUFACTURING CO.
28. PNS BIG LOTS #4286
29. NORTH'S BAKERY
30. FAST & FURIOUS TOKYO LLC # 023
31. SUNBELT PROPERTY
32. IRMA JABALI
33. 5427 SATSUMA PARTNERS
34. MAD TV
35. CANNON ENGINEERING INC
36. FILM TREAT WEST CORP
37. VITAMIN INSTITUTE
38. IRMA JABALI TIFFANY DESIGNS
39. RL SPEAR COMPANY
40. MICROTRON
41. 93975-CHEVRON STATION
42. QUALITY FOODS TRULY YOURS CATE
43. FELTS WILLIAM W
44. UNIVERSAL STARS AUTO BODY
45. GLADYS Z LEON DENTISTRY
46. LINTAS CAMPBELL EWALD
47. BRITE LITE NEON CORP
48. US BANK NATIONAL ASSOCIATION P
49. BALIAN, BANOS
50. RESTORE IT AUTOBODY
51. CASTER GROUP LP
52. AMERICAN AIRCRAFT COMPONENTS
53. RADIATOR MART
54. GNS GERMAN FOREIGN CAR
55. TRE AUTOMOTIVE
56. RADIANT INDUSTRIES, INC
57. LIBRA PLASTICS, INC.
58. 1X CRI-HEALTH INC
59. ISRAEL ALGAZY
60. MARCOS MOTORS
61. MIKES AUTO REPAIR
62. STA-SOIL CORPORATION
63. MAIN TOOL & DIE COMPANY
64. RICHARD F. RUFFNER INC.
65. JOHN'S TRUCK REPAIR
66. CAPCO/PSA
67. LA N HOLLYWOOD DIST
68. MIMI LONDON INC
69. NORTH HOLLYWOOD - STUDIO CITY
70. S.S. GRAND AUTO ELECTRIC
71. CROWN AUTO AIR
72. R & S AUTO CENTER
73. NORTH HOLLYWOOD ICE COMPANY
74. BUD EKINS
75. SCREAMING LIZARD PRODUCTIONS
76. JONNA HOPPES
77. YAMAHA GUITAR DEVELOPMENT
78. LANDMARK ENTERTAINMENT GROUP
79. HILLSIDE GRAPHIC
80. CENTRAL AUTO BODY & PAINT
81. CHANDLER CLEANERS
82. CROWN AUTO AIR
83. HOME SAVINGS OF AMERICA
84. 1X EAGLE EYE FILM COMPANY
85. CHANDLER CLEANERS
86. LDO ENGINEERING COMPANY, INC.
87. 6-UNIT APARTMENT COMPLEX
88. MILLER PROFESSIONAL EQUIIPMENT
89. ARTE DE MEXICO CONTRACT DIV
90. RAN LAKSMAN
91. EAGLE EYE FILM COMPANY
92. LEO KAPLAN
93. STEVE TAYLOR
94. NORMS STUDIO EQUIPMENT
95. SOUTHERN CALIFORNIA GAS COMPAN
96. A & M AUTOMOTIVE
97. PAINTING AND FINISHING CONCEPT
98. CAL JUNE INC
99. GANGI STUDIOS INC
100. PRESERVATION AVIATION
101. CAL-JUNE INC
102. CAL-JUNE INC
103. ARTE DE MEXICO
104. SAFEWAY AUTO CENTER LLC
105. LYN-TRON, INC. (ASP #1)
106. PAN PACIFIC COSMETICS, INC.
107. CENTURY PRECISION OPTICS
108. TECHNICOLOR, INC
109. FF DEVELOPMENT
110. BUENA CASA BLDERS SUPPLIES
111. SERENA BENCZ
112. JSM CONSTRUCTION INC
113. ROLANO ZIHLA
114. GUARDIAN AUTO REPAIR LP
115. MAGNOLIA VILLAS
116. CROSSROADS AUTO BODY
117. NOHO SENIOR VILLAS LP
118. PHILIP KAUFLER
119. RAY M JOHNSON STUDIO INC
120. LAYMAN FINANCIAL SERVICES INC
121. GREAT WESTERN BANK
122. CHANDLER CLEANERS
123. CORPORATE IMPRESSIONS
124. MASES AUTOMOTIVE
125. L A COMM REDEV AGCY
126. L D S CHURCH
127. OMNIPRESS, INC.
128. JENSEN TRANSFORMERS INC
129. BEJAMIN ROMERO
130. KAJIMA-RAY WILSON CONSTRUCTION
131. SOMERS & ELMORE
132. JIM WALDEN
133. THE BOUNCE INC
134. ALL CLEAR ENVIRONMENTAL INC
135. NICK'S INVESTMENT
136. LBM PRODUCTS
137. WALGREENS #9491
138. BOBBY'S BMW SERVICE
139. M & R PLATING CORP.
140. GEORGE SACCO
141. WALGREENS #9491
142. NRG RECORDING SERVICES
143. LOS ANGELES NEIGHBORHOOD HOUSI
144. CENTURY PRECISION OPTICS
145. ALCOA ASPHALT COMPANY
146. COMMUNITY REDEVELOPMENT AGENCY
147. RALPHS GROCERY #56
148. GRAPHICS IV
149. STANLEY TREITEL
150. COMMUNITY REDEVLP AGENCY OF LA
151. J M CARBURADORES
152. MARCELO'S P&M MOTORCYLES
153. FRANK MAGALLANES
154. ROSALI CLEANERS
155. WEBSTER, DONALD, E
156. CALIFORNIA FEDERAL BANK
157. UNOCAL #0886
158. NORTH HOLLYWOOD SUPERIOR COURT
159. TUJUNGA CAR WASH
160. PRINTERS INC.
161. K-LINE PRINTERS
162. SO PACIFIC RR

UNKNOWN LOCATIONS

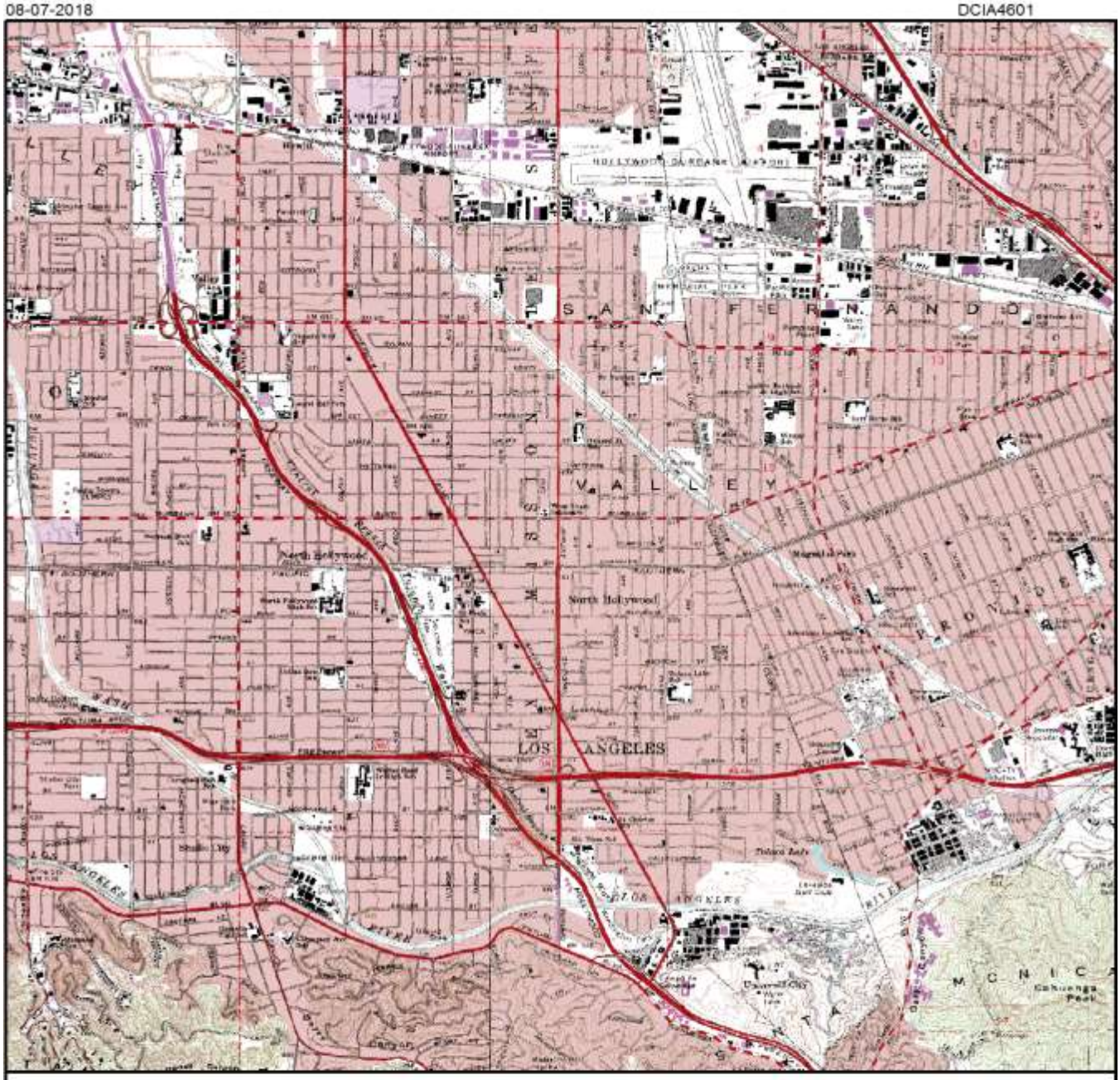
VINELAND AVE

AREA LOCATIONS

SAN FERNANDO VALLEY (AREA 1)

INDEX OF SITES LISTED BY MAP NUMBERS

08-07-2018 DCIA4601



Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude: -118° 22' 11.5"
Latitude: 34° 10' 11.8"

UTM Easting: 373739 meters
UTM Northing: 3781653 meters
UTM Zone: NAD 11

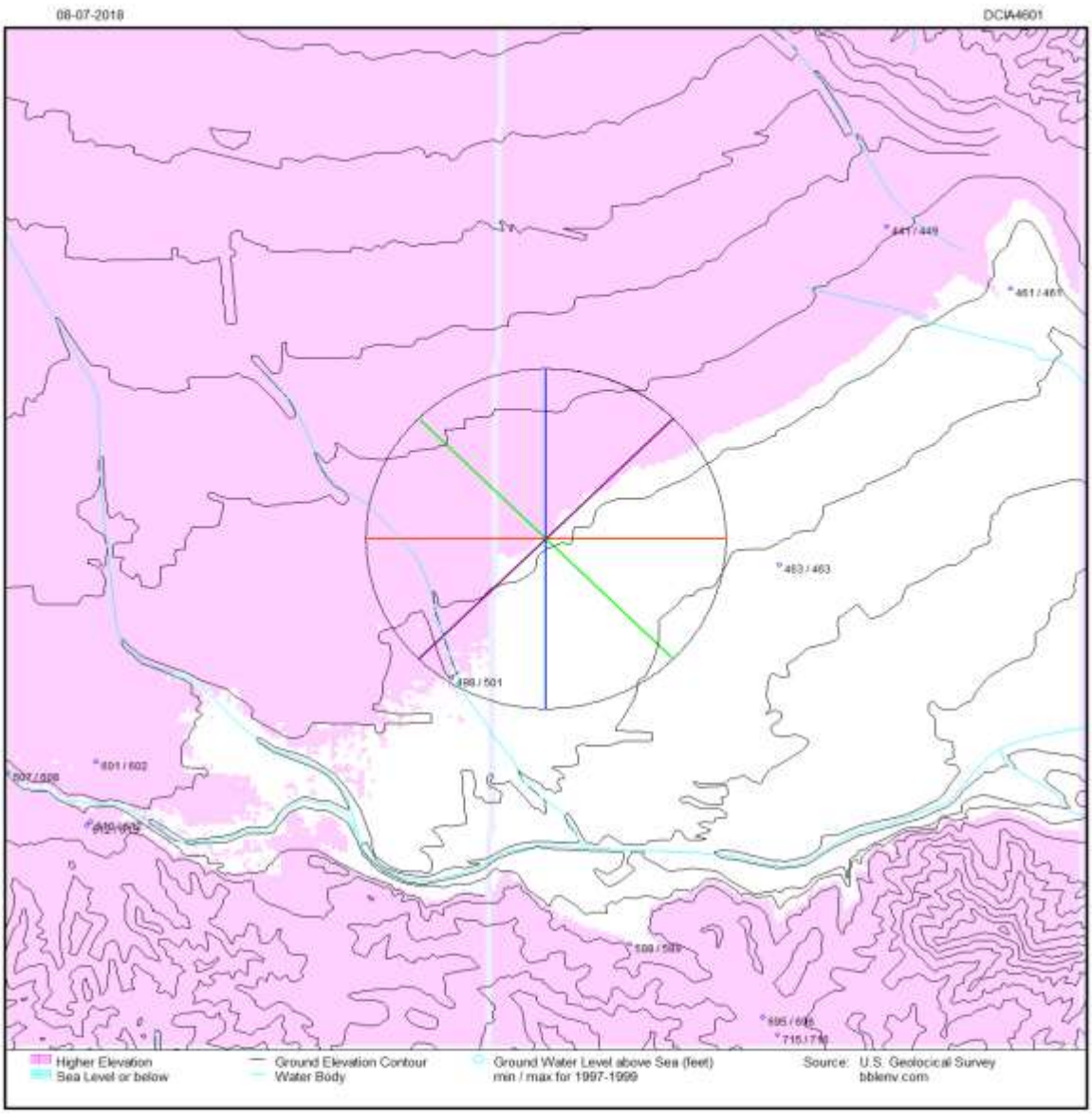
County: LOS ANGELES

AREA RADON ESTIMATES
LOS ANGELES County (69 sites tested)

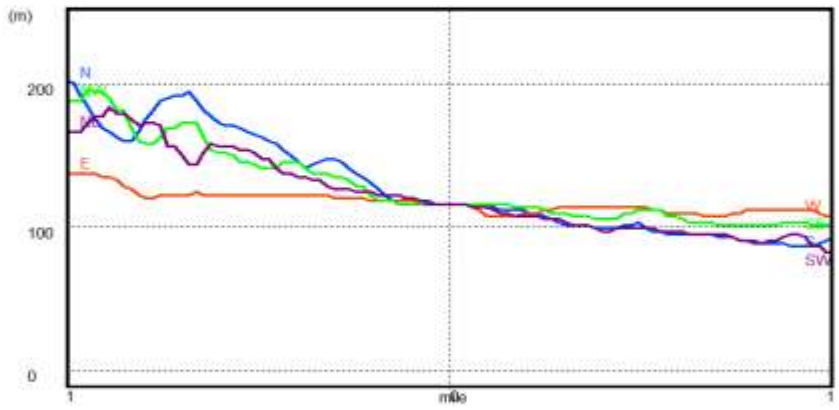
<2 pCi/L	92.8%
2-4 pCi/L	5.8 %
4-8 pCi/L	1.4 %
8-20 pCi/L	0.0 %
20 > pCi/L	0.0%

Source: U.S. Dept of Interior, Geological Survey
BURBANK, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD

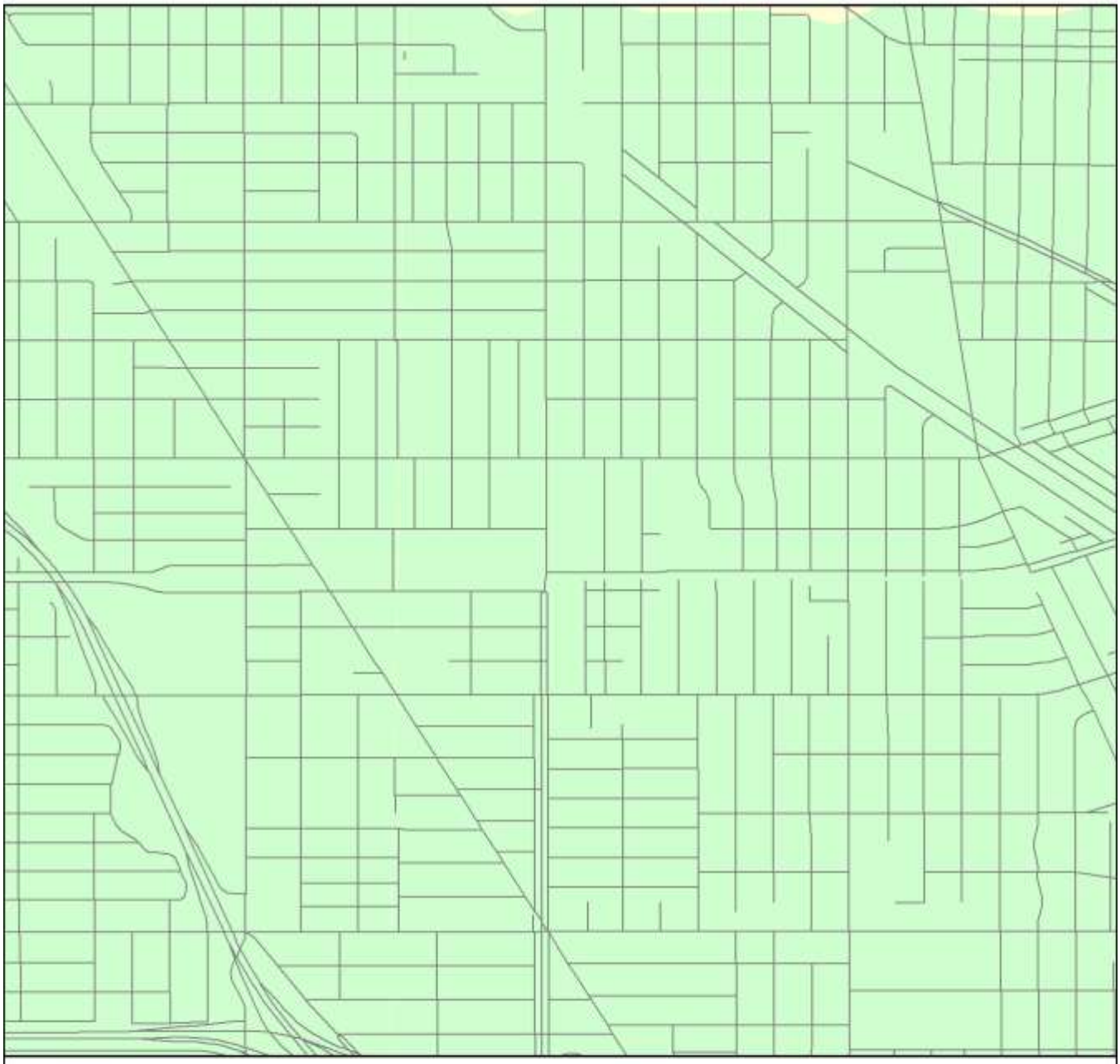


Elevation Contour overview map (6*6 mile)



Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT
5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD



LIQUEFACTION
Areas where historic occurrance of liquefaction, or 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.

EARTHQUAKE-INDUCED LANDSLIDES
Areas where previous occurence of landslide movement, or topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

LIQUEFACTION and EARTHQUAKE-INDUCED LANDSLIDES

AREAS COVERED BY INVESTIGATION

AREAS NOT COVERED BY INVESTIGATION

EARTHQUAKE FAULT ZONES
As defined by the Alquist-Priolo Earthquake Fault Zoning Act decribed in Public Resource Code Chap 7.5 Div 2

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture. Evidence of historical offset indicated by year of event or C for displacement caused by creep or possible creep

Accurately located

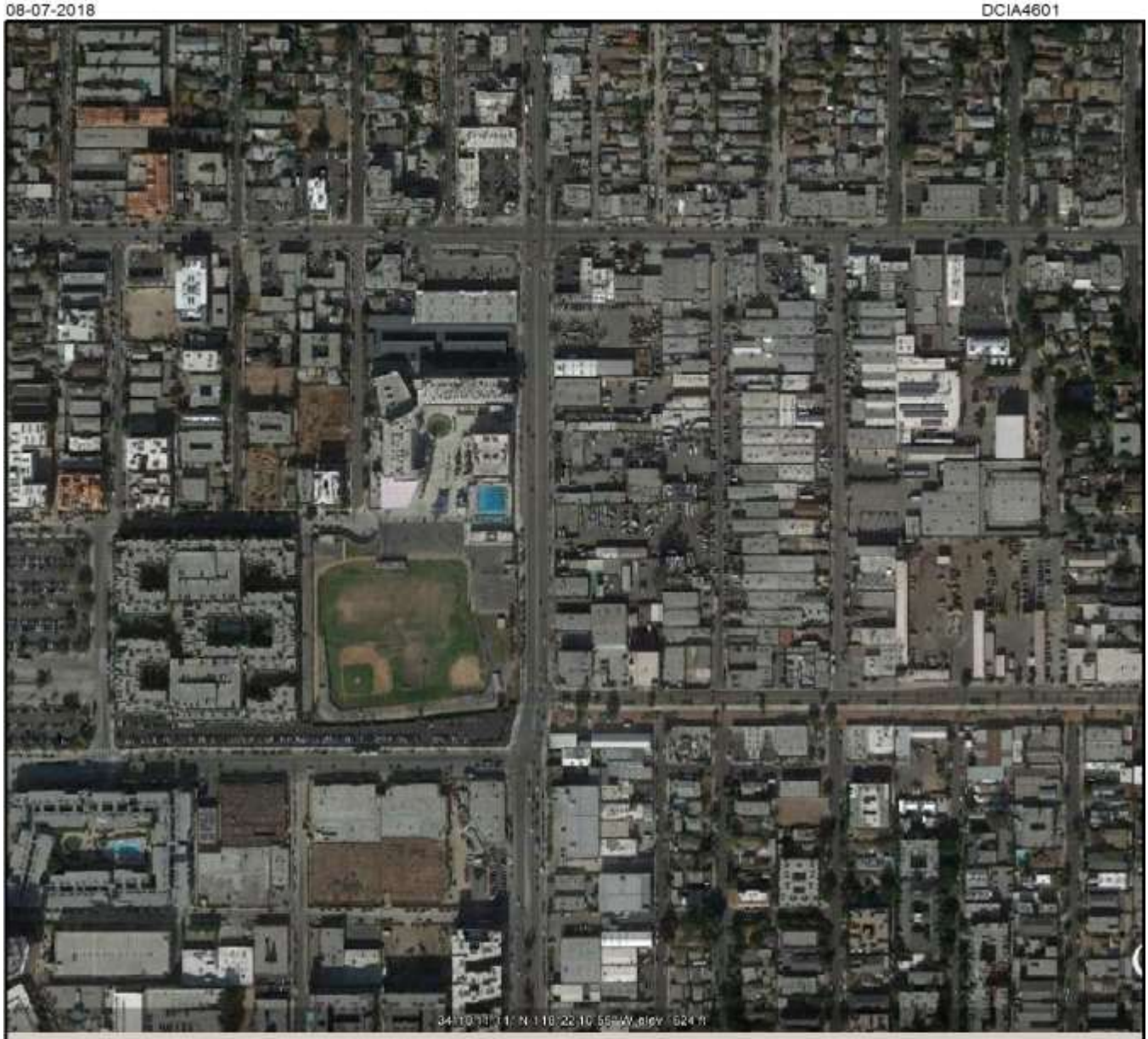
Approximately located

Inferred location

concealed location

SOURCE: State of California, Dept of Conservation, Div of Mines & Geology
Official Maps of Seismic Hazard Zones (s)
Earthquake Fault Zones (f)
VAN NUYS FEB 1998 (s)
BURBANK MARCH 1999 (s) JAN 1979 (f)

Seismic Hazards in the vicinity of the subject site located at
5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD



Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 22' 11.5"
Latitude: 34° 10' 11.8"

UTM Easting: 373739 meters
UTM Northing: 3781653 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project:
Quadrangle:
Date: Recent
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
5444-5458 VINELAND AVENUE, NORTH HOLLYWOOD

ENVIRONMENTAL RECORD SEARCH

SUMMARY

KNOWN ENVIRONMENTAL CONCERNS

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE

ADDRESS	CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
VINELAND AVE & CUMPSTON ST	LOS ANGELES	EAST VALLEY AREA NEW HIGH SCHO	SC		24	**2**	W
5508 VINELAND AVE	NORTH HOLLYWOOD	CIRCUIT BOARD ENTERPRISES	AN	NFA	26	**3**	NW
		MONARCH PROVISION CO.	UT	8798I	73		
		ELINOR FAYE	HW		46		
5524 VINELAND AVE	NORTH HOLLYWOOD	AIRMARK PLASTICS CORPORATION	AN	NFA	26	**7**	N
5528 VINELAND AVE	NORTH HOLLYWOOD	INDUSTRIAL ELECTRONIC ENGINEER	AN	NFA	27	**11**	N
		RAMCO METAL FORMING INC	HW		47		
		RAMCO METAL FORMING INC	RN		36		
5428 CLEON AVE	NORTH HOLLYWOOD	FORTIN INDUSTRIES INC	LT	CLSD	29	**13**	SE
		FORTIN INDUSTRIES	RN	L	36		
		FORTIN LAMINATING CORPORATION	HW		47		
		FORTIN INDUSTRIES	SA		42		
		FORTIN INDUSTRIES	AF		44		
5427 CLEON AVE	NORTH HOLLYWOOD	SURFACE FINISHING INC.	AN	NFA	27	**14**	SE
5440 VINELAND AVE	NORTH HOLLYWOOD	E S FIRESTONE ENGINEERING COMP	AN	NFA	27	**16**	S
		CRANKSHAFT GRINDING CO	HW		48		
		CRANKSHAFT GRINDING CO	RN	X	37		
5421 VINELAND AVE	NORTH HOLLYWOOD	CALTRANS STATION NO. 7	NT	CLSD	32	**20**	S
		DEPT. OF TRANSPORTATION EQUIP.	UT	87&98	73		
		DEPT. OF TRANSPORTATION EQUIP.	UT	95A	73		
		DEPT. OF TRANSPORTATION EQUIP.	UT		74		
		CALTRANS EQUIPMENT SHOP 7	HW		49		
		CALTRANS EQUIPMENT SHOP 7	RN	L	37		
5420 VINELAND AVE	NORTH HOLLYWOOD	U.S.RADIUM CORP.	AN	NFA	27	**21**	S
		GKB VINELAND LLC AND GOODMAN	HW		49		
5415 CLEON AVE	NORTH HOLLYWOOD	WASHINGTON METAL POLISHING	NT	CLSD	33	**23**	SE
		WASHINGTON METAL POLISHING	LT	REM	30		
		N WASHINGTON METAL POLISHING	HW		49		
5339 CRANER AVE	NORTH HOLLYWOOD	EZEE MANUFACTURING CO.	NT	ASSM	33	**27**	S
		VINELAND PLATING COMPANY	AN	NFA	27		
		STEVE LYSZZEK	HW		50		
5411 SATSUMA AVE	NORTH HOLLYWOOD	VITAMIN INSTITUTE	AN	NFA	27	**37**	E
5542 SATSUMA AVE,5542-46	LOS ANGELES	US BANK NATIONAL ASSOCIATION P	AN	REFOA	28	**48**	NE
5542 SATSUMA AVE	LOS ANGELES	US BANK NATIONAL ASSOCIATION P	FE		22	**48**	NE
		US BANK NATIONAL ASSOCIATION P	FE		23		
5542 SATSUMA AVE,5542-46	LOS ANGELES	US BANK NATIONAL ASSOCIATION P	AN	REFOA	28	**48**	NE
5542 SATSUMA AVE	NORTH HOLLYWOOD	ACCURATE ENGINEERING CORP	UT	8798A	75	**48**	NE
		ACCURATE ENGINEERING CORP	RN	X	38		
5542 SATSUMA AVE,& 5546	NORTH HOLLYWOOD	LEVIOWF TRUST, US BANK TRUSTEE	HW		53	**48**	NE
5542 SATSUMA AVE	NORTH HOLLYWOOD	ACCURATE ENGINEERING CORP	HW		53	**48**	NE
10900 BURBANK BLVD	NORTH HOLLYWOOD	RADIANT INDUSTRIES, INC	AN	NFA	28	**56**	NE
10905 CHANDLER BLVD	NORTH HOLLYWOOD	LIBRA PLASTICS, INC.	AN	NFA	28	**57**	SE
10835 CHANDLER BLVD	NORTH HOLLYWOOD	MAIN TOOL & DIE COMPANY	HI		25	**63**	SE
		MAIN TOOL & DIE CO	NF		16		
		MAIN TOOL & DIE	HW		55		
10811 CHANDLER BLVD	NORTH HOLLYWOOD	NORTH HOLLYWOOD - STUDIO CITY	SS		31	**69**	SE
		NORTH HOLLYWOOD ST MAINT YARD	HW		56		
		NORTH HOLLYWOOD ST MAINT YARD	RN	S	39		
		CITY OF LA - PW - STREET SERVI	UT	2014	76		
		STUDIO CITY STREET MAINTENANCE	UT	2014	76		
		CITY OF LOS ANGELES	UT	87&A9	76		
11100 CUMPSTON ST	NORTH HOLLYWOOD	LDO ENGINEERING COMPANY, INC.	AN	NFA	28	**86**	W
		TRIO PRODUCTION CO	HW		60		

; ADDRESS		CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
5525	BONNER AVE, APT #5	NORTH HOLLYWOOD	6-UNIT APARTMENT COMPLEX	ER		17	**87**	W
10816	BURBANK BLVD	NORTH HOLLYWOOD	MILLER PROFESSIONAL EQUIIPMENT	LT	ASSM	30	**88**	NE
			MILLER PROFESSIONAL EQUIIPMENT	NT	CLSD	33		
10800	BURBANK BLVD	NORTH HOLLYWOOD	PRESERVATION AVIATION	CC	CN	16	**100**	NE
			PRESERVATION AVIATION	IS		19		
5350	RIVERTON AVE	NORTH HOLLYWOOD	LYN-TRON, INC. (ASP #1)	AN	NFA	28	**105**	E
11044	MC CORMICK ST	NORTH HOLLYWOOD	PAN PACIFIC COSMETICS, INC.	AN	NFA	28	**106**	S

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

10736	BURBANK BLVD	NORTH HOLLYWOOD	OMNIPRESS, INC.	LT	ASSM	30	**127**	NE
			OMNIPRESS, INC.	NT	CLSD	33		
			H&H PRINTING	RN	S	41		
			H&H PRINTING	HW		67		
			H&H PRINTING	SA		42		
10711	CHANDLER BLVD	NORTH HOLLYWOOD	LBM PRODUCTS	HI		25	**136**	E
			LBM PRODUCTS	NF		17		
			L B M PRODUCTS	HW		69		
			LBM PRODUCTS INC	HW		69		
			LBM PRODUCTS INC	PC		43		
			L&M PRODUCTS	HW		69		
			L&M PRODUCTS	RN		41		
10939	MAGNOLIA BLVD	NORTH HOLLYWOOD	M & R PLATING CORP.	FE		23	**139**	S
			M & R PLATING CORP.	VC	NRA	22		
			M & R PLATING CORPORATION	LT	ASSM	30		
			M & R PLATING CORP.	SR	NRA	22		
			M & R PLATING CORPORATION	NT	CLSD	33		
			M&R PLATING CORPORATION	RN	S	41		
			M & R PLATING CORP	HW		70		
			M & R PLATING CORPORATION	UT	8798A	77		
5650	FAIR AVE	NORTH HOLLYWOOD	ALCOA ASPHALT COMPANY	AN	NFA	29	**145**	NW
5160	VINELAND AVE, #107	NORTH HOLLYWOOD	ROSALI CLEANERS	FE		23	**154**	S
11307	CHANDLER BLVD	NORTH HOLLYWOOD	CALIFORNIA FEDERAL BANK	LT		30	**156**	W
			CALIFORNIA FEDERAL BANK	NT	NRA	34		
			CALIFORNIA FEDERAL BANK	NT	ASSM	34		
			CALIFORNIA FEDERAL BANK	NT	NRA	34		
			CALIFORNIA FEDERAL BANK	LT	REM	30		
5166	LANKERSHIM BLVD	LOS ANGELES	UNOCAL #0886	LT	CLSD	31	**157**	SW
5554	LANKERSHIM BLVD	NORTH HOLLYWOOD	NORTH HOLLYWOOD SUPERIOR COURT	FE		23	**158**	W

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

5553	TUJUNGA AVE	NORTH HOLLYWOOD	TUJUNGA CAR WASH	LT	CLSD	31	**159**	W
5716	CAHUENGA BLVD	NORTH HOLLYWOOD	PRINTERS INC.	NT	CLSD	34	**160**	NE
10514	BURBANK BLVD	NORTH HOLLYWOOD	K-LINE PRINTERS	NT	CLSD	35	**161**	E
5353	STROHM AVE	N HOLLYWOOD	SO PACIFIC RR	NF		17	**162**	E

SITES WITH UNKNOWN OR NON-SPECIFIC LOCATION

	VINELAND AVE	NORTH HOLLYWOOD		ER		18		
N	HOLLYWOOD WELLFIELD AREA	LOS ANGELES	SAN FERNANDO VALLEY (AREA 1)	FL		20		N
			SAN FERNANDO VALLEY	NL	C	66		
	CRYSTAL SPRINGS WELLFIELD AREA	GLENDALE	SAN FERNANDO VALLEY	NL	C	15		E
N	HOLLYWOOD WELLFIELD AREA	NORTH HOLLYWOOD	SAN FERNANDO VALLEY	DO		18		N

OPERATING PERMITS ONLY

OPERATING PERMITS ONLY, WITHIN 1/4 MILE OF THE SUBJECT SITE

ADDRESS		CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
5444	VINELAND AVE	NORTH HOLLYWOOD	ARCHERS VINELAND SERVICE	RN	S	36	**1**	
			ZIO STUDIO RENTALS	HW		45		
			ARCHER'S TOWING SERVICE	UT	1998A	73		
			ARCHERS VINELAND SERVICE	HW		46		
11015	CUMPSTON ST	NORTH HOLLYWOOD	TRIPLE NEON CO	HW		46	**4**	W
5518	VINELAND AVE	NORTH HOLLYWOOD	ALBERT BOUZAGLOW	HW		46	**5**	NW
5522	VINELAND AVE	NORTH HOLLYWOOD	JACK'S AUTOBODY	HW		14	**6**	NW
5525	VINELAND AVE	N HOLLYWOOD	EAST VALLEY HIGH SCHOOL 1 B	RN	S	36	**8**	N
			EAST VALLEY HIGH SCHOOL 1 B	HW		46		
5446	CLEON AVE	NORTH HOLLYWOOD	ARTCRAFTERS CABINETS INC	HW		47	**9**	E
5440	CLEON AVE	NORTH HOLLYWOOD	JAMES INGLESES	HW		47	**10**	SE
5510	CLEON AVE	NORTH HOLLYWOOD	G2 GRAPHIC SERVICE INC	HW		47	**12**	NE
5521	CLEON AVE	N HOLLYWOOD	C L T PROPERTIES LLC	HW		47	**15**	NE
			C L T PROPERTIES L L C	RN	S	36		
			CLT PROPERTIES LLC	HW		48		
5556	VINELAND AVE	NORTH HOLLYWOOD	HERTZ EQUIPMENT RENTAL	HW		48	**17**	N
			NICK'S AUTO WRECKING	HW		48		
			HERTZ EQUIPMENT RENTALS	RN	S	37		
			HERC RENTALS INC (9633-00)	UT	2014	73		
			NICKS AUTO DISMANTLERS	UT	87&A9	73		
			HERTZ EQUIPMENT RENTAL CORP.	UT	2014	73		
5535	VINELAND AVE	NO HOLLYWOOD	MAGNOLIA ELECTRIC MTRS CO, INC	HW		48	**18**	N
			MAGNOLIA ELECTRIC MTRS CO, INC	RN		37		
			MAGNOLIA ELECTRIC MOTORS	HW		48		
5547	VINELAND AVE	NORTH HOLLYWOOD	REMCO TAPE PRODUCTS CO	HW		49	**19**	N
5410	VINELAND AVE	NORTH HOLLYWOOD	REEL SET	HW		49	**22**	S
			REEL SET	RN	S	37		
5560	VINELAND AVE	NORTH HOLLYWOOD	JACK'S AUTO BODY	HW		50	**24**	N
			JACK'S AUTO BODY	RN	S	37		
10925	CHANDLER BLVD	NORTH HOLLYWOOD	WELDCO MFG INC	UT	1998A	74	**25**	SE
5547	CLEON AVE	NORTH HOLLYWOOD	TOSCANELLA INC	PC		43	**26**	NE
5321	VINELAND AVE	NORTH HOLLYWOOD	PNS BIG LOTS #4286	HW		50	**28**	S
			INDUSTRIAL BUILDING	UT	87	74		
			SPARR	UT	87	74		
5430	SATSUMA AVE	NORTH HOLLYWOOD	NORTH'S BAKERY	HW		14	**29**	E
5446	SATSUMA AVE	NORTH HOLLYWOOD	FAST & FURIOUS TOKYO LLC # 023	HW		50	**30**	E
			SUNBELT PROPERTIES	HW		50		
			FAST & FIRIOUS TOKEYO	HW		50		
5448	SATSUMA AVE	NORTH HOLLYWOOD	SUNBELT PROPERTY	UT	1998I	74	**31**	E
10886	CHANDLER BLVD	NORTH HOLLYWOOD	IRMA JABALI	UT	1998A	74	**32**	SE
5427	SATSUMA AVE	NORTH HOLLYWOOD	5427 SATSUMA PARTNERS	HW		51	**33**	E
10922	BURBANK BLVD	STUDIO CITY	MAD TV	HW		51	**34**	NE
10921	CHANDLER BLVD	NORTH HOLLYWOOD	CANNON ENGINEERING INC	HW		51	**35**	SE
			CANNON ENGINEERING INC	RN	S	37		
5537	SATSUMA AVE	NORTH HOLLYWOOD	FILM TREAT WEST CORP	RN	S	38	**36**	E
			FILM TREAT WEST CORP	HW		51		
10866	CHANDLER BLVD	NORTH HOLLYWOOD	IRMA JABALI TIFFANY DESIGNS	HW		51	**38**	SE
			TIFFANY DESIGNS	HW		51		
			TIFFANY DESIGNS	UT	1998I	74		
			BEMAC CO.	HW		51		
			SOLAR ELECTRONICS COMPANY	HW		51		

; ADDRESS		CITY	LOCATION	SOU-RCE	STA-TUS	PAGE	MAP LOC	DIR
			SOLAR ELECTRONICS COMPANY	PC		43		
			IRMA JABALI TIFFANY DESIGNS	RN		38		
5510	SATSUMA AVE	NORTH HOLLYWOOD	RL SPEAR COMPANY	HW		52	**39**	NE
5514	SATSUMA AVE	NORTH HOLLYWOOD	MICROTRON	HW		52	**40**	NE
5601	VINELAND AVE	NORTH HOLLYWOOD	93975-CHEVRON STATION	UT	8798I	74	**41**	N
			93975-CHEVRON STATION	UT	95I	75		
10940	BURBANK BLVD	N HOLLYWOOD	QUALITY FOODS TRULY YOURS CATE	HW		52	**42**	N
5312	VINELAND AVE	NORTH HOLLYWOOD	FELTS WILLIAM W	HW		52	**43**	S
10849	CHANDLER BLVD	NORTH HOLLYWOOD	UNIVERSAL STARS AUTO BODY	HW		52	**44**	SE
11009	BURBANK BLVD	HOLLYWOOD	GLADYS Z LEON DENTISTRY	HW		52	**45**	N
11024	CHANDLER BLVD	NORTH HOLLYWOOD	LINTAS CAMPBELL EWALD	HW		52	**46**	SW
			LINTAS-CAMPBELL EWALD	UT	8798A	75		
5536	SATSUMA AVE	NORTH HOLLYWOOD	BRITE LITE NEON CORP	HW		52	**47**	NE
10919	BURBANK BLVD	NORTH HOLLYWOOD	BALIAN, BANOS	HW		53	**49**	NE
10915	BURBANK BLVD	LOS ANGELES	RESTORE IT AUTOBODY	HW		53	**50**	NE
			RESTORIT AUTOBODY & PAINT	HW		53		
5310	VINELAND AVE, 5310-5336	NORTH HOLLYWOOD	CASTER GROUP LP	HW		53	**51**	S
5546	SATSUMA AVE	NORTH HOLLYWOOD	AMERICAN AIRCRAFT COMPONENTS	HW		53	**52**	NE
10911	BURBANK BLVD	NORTH HOLLYWOOD	RADIATOR MART	HW		54	**53**	NE
			RADIATOR MART	HW		54		
10903	BURBANK BLVD	NORTH HOLLYWOOD	GNS GERMAN FOREIGN CAR	HW		54	**54**	NE
			GNS GERMAN FOREIGN CAR	RN	S	38		
11046	CHANDLER BLVD	NORTH HOLLYWOOD	TRE AUTOMOTIVE	HW		54	**55**	SW
			TRE AUTOMOTIVE	RN	S	38		
			TRE-P.R.E. AUTOMOTIVE	HW		54		
11027	BURBANK BLVD	NORTH HOLLYWOOD	1X CRI-HEALTH INC	HW		54	**58**	NW
			CRI-HELP INC	HW		54		
10749	CHANDLER BLVD	NORTH HOLLYWOOD	ISRAEL ALGAZY	HW		54	**59**	SE
			ISRAEL ALGAZY	RN	S	38		
10860	BURBANK BLVD	NORTH HOLLYWOOD	MARCOS MOTORS	RN	S	38	**60**	NE
			MARCOS MOTORS	HW		55		
11062	BURBANK BLVD	NORTH HOLLYWOOD	MIKES AUTO REPAIR	RN	S	39	**61**	NW
			MIKES AUTO REPAIR	HW		55		
			CHUCK'S TIRE	HW		55		
			CHUCK'S TIRE	RN	S	39		
5275	CRANER AVE	NORTH HOLLYWOOD	STA-SOIL CORPORATION	UT	1998I	75	**62**	S
			STA-SOIL CORP	HW		55		
10822	CHANDLER BLVD	NORTH HOLLYWOOD	RICHARD F. RUFFNER INC.	HW		55	**64**	SE
			RICHARD F. RUFFNER, INC.	UT	87&A9	75		
			WINCON	HW		55		
			RUFFNER, RICHARD F.	HW		55		
			RICHARD F. RUFFNER	UT	2014	75		
11110	CHANDLER BLVD	NORTH HOLLYWOOD	JOHN'S TRUCK REPAIR	HW		56	**65**	SW
			RICHARD E GULBRANSEN	HW		56		
			JOHNS TRUCK/AUTO REPAIR	UT	1998I	75		
11111	CHANDLER BLVD	NORTH HOLLYWOOD	CAPCO/PSA	HW		56	**66**	SW
			CALIFORNIA ART PRODS. CO.	SA		42		
			CALIFORNIA ART PRODS. CO.	RN	S	39		
			CALIFORNIA ART PRODUCTS CO	HW		56		
10801	CHANDLER BLVD	NORTH HOLLYWOOD	LA N HOLLYWOOD DIST	HW		56	**67**	SE
			LA N HOLLYWOOD DIST	RN		39		
			NORTH HOLYWOOD DISTRICT	UT	8798A	75		
11114	CHANDLER BLVD	NORTH HOLLYWOOD	MIMI LONDON INC	HW		56	**68**	SW
10837	BURBANK BLVD	NORTH HOLLYWOOD	S.S. GRAND AUTO ELECTRIC	HW		57	**70**	NE
			S S GRAND AUTO ELECTRIC	HW		57		
			ARTS AUTOBODY SHOP	HW		57		
			G & H AUTO BODY & PAINT	HW		57		
			S.S. GRAND AUTO ELECTRIC	RN	S	39		

; ADDRESS		CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
1102	BURBANK BLVD	NORTH HOLLYWOOD	CROWN AUTO AIR	RN	S	39	**71**	NW
11023	WEDDINGTON ST	NORTH HOLLYWOOD	R & S AUTO CENTER	HW		57	**72**	S
			JAPANESE CAR SVC	HW		57		
			R AND S AUTO CENTER	HW		57		
5257	CRANER AVE	N HOLLYWOOD	NORTH HOLLYWOOD ICE COMPANY	HW		58	**73**	S
11027	WEDDINGTON ST	NORTH HOLLYWOOD	BUD EKINS	HW		58	**74**	SW
11036	WEDDINGTON ST	NORTH HOLLYWOOD	SCREAMING LIZARD PRODUCTIONS	HW		58	**75**	SW
5316	SATSUMA AVE	NORTH HOLLYWOOD	JONNA HOPPES	HW		58	**76**	SE
11041	WEDDINGTON ST	NORTH HOLLYWOOD	YAMAHA GUITAR DEVELOPMENT	HW		58	**77**	SW
11044	WEDDINGTON ST	NORTH HOLLYWOOD	LANDMARK ENTERTAINMENT GROUP	HW		58	**78**	SW
11045	WEDDINGTON ST	NORTH HOLLYWOOD	HILLSIDE GRAPHIC	HW		58	**79**	SW
11100	BURBANK BLVD	NORTH HOLLYWOOD	CENTRAL AUTO BODY & PAINT	HW		59	**80**	NW
			Z AND M TRANSMISSION	HW		59		
			2 AND M TRANSMISSION	HW		59		
			BURBANK MODERN TIRE CENTER	HW		59		
1123	CHANDLER BLVD	NORTH HOLLYWOOD	CHANDLER CLEANERS	HW		59	**81**	SW
11102	BURBANK BLVD, B	NORTH HOLLYWOOD	CROWN AUTO AIR	HW		59	**82**	NW
5315	HARMONY AVE	NORTH HOLLYWOOD	HOME SAVINGS OF AMERICA	HW		59	**83**	SE
10825	BURBANK BLVD	NORTH HOLLYWOOD	1X EAGLE EYE FILM COMPANY	HW		59	**84**	NE
11123	CHANDLER BLVD	NORTH HOLLYWOOD	CHANDLER CLEANERS	RN		40	**85**	SW
5505	RIVERTON AVE	NORTH HOLLYWOOD	ARTE DE MEXICO CONTRACT DIV	RN	S	40	**89**	E
			ART DE MEXICO	HW		60		
			W & R TOOL MANUFACTURING CO	HW		60		
5534	BONNER AVE , UNIT 3 & 7	NORTH HOLLYWOOD	RAN LAKSMAN	HW		60	**90**	W
5534	BONNER AVE	LOS ANGELES	PATEL, A	HW		60	**90**	W
10815	BURBANK BLVD	NORTH HOLLYWOOD	EAGLE EYE FILM COMPANY	HW		60	**91**	NE
5554	BONNER AVE	NORTH HOLLYWOOD	LEO KAPLAN	HW		60	**92**	W
5555	BONNER AVE	NORTH HOLLYWOOD	STEVE TAYLOR	HW		61	**93**	W
5219	CRANER AVE	NORTH HOLLYWOOD	NORMS STUDIO EQUIPMENT	HW		61	**94**	S
11150	CUMPSTON ST	NORTH HOLLYWOOD	SOUTHERN CALIFORNIA GAS COMPAN	UT	8798A	76	**95**	W
			SO CALIF GAS CO/NORTH HOLLYWOO	HW		61		
			SOCALGAS NORTH HOLLYWOOD	RN	S	40		
5254	VINELAND AVE	NORTH HOLLYWOOD	A & M AUTOMOTIVE	HW		61	**96**	S
			A & M AUTOMOTIVE	RN	S	40		
			MORRIS AGAJANIAN	UT	1998I	76		
5539	RIVERTON AVE	NORTH HOLLYWOOD	PAINTING AND FINISHING CONCEPT	HW		61	**97**	NE
			MAGNASYNC MOVIOLA CORP	RN	X	40		
			MAGNASYNC MARIOLA	HW		61		
			REEL EFFECTS INC	HW		61		
			GOLD, MICHAEL	HW		62		
			REEL EFX	HW		62		
			SALSA PICTURES LLC	HW		62		
5340	HARMONY AVE	N HOLLYWOOD	CAL JUNE INC	HW		62	**98**	SE
			CAL JUN INC	PC		43		
			CAL-JUNE INC	FN		45		
5265	VINELAND AVE	NORTH HOLLYWOOD	GANGI STUDIOS INC	AF		44	**99**	S
			GANGI STUDIOS INC	HW		62		
			GANGI STUDIOS INC	RN	S	40		
5238	VINELAND AVE	NORTH HOLLYWOOD	CAL-JUNE INC	HW		62	**101**	S
			CAL JUNE, INC.	HW		62		
			CAL JUNE INC.	HW		63		
			CAL-JUNE INC.	UT	87	76		
			CAL-JUNE INC.	PC		43		
			CAL-JUNE INC.	AF		44		
			CALJUNE	HW		63		
5238 N	VINELAND AVE	NORTH HOLLYWOOD	CAL-JUNE INC	UT	2014	76	**102**	S

; ADDRESS		CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
5356	RIVERTON AVE	NORTH HOLLYWOOD	ARTE DE MEXICO	RN	S	40	**103**	E
			ARTE DE MEXICO	HW		63		
5234	VINELAND AVE	NORTH HOLLYWOOD	SAFEWAY AUTO CENTER LLC	HW		63	**104**	S
			SEBRING AUTO BODY & REPAIR	HW		63		
11045	MC CORMICK ST	NORTH HOLLYWOOD	CENTURY PRECISION OPTICS	HW		63	**107**	S
		NORTH HOLLYWOOD	TECHNICOLOR, INC	PC		43	**108**	SE
5422	FAIR AVE	NORTH HOLLYWOOD	FF DEVELOPMENT	HW		63	**109**	W
5418	FAIR AVE	NORTH HOLLYWOOD	BUENA CASA BLDERS SUPPLIES	HW		64	**110**	W
5710	CRANER AVE	NORTH HOLLYWOOD	SERENA BENCZ	HW		64	**111**	N
11059	MC CORMICK ST	NORTH HOLLYWOOD	JSM CONSTRUCTION INC	HW		64	**112**	SW
5629	RIVERTON AVE	NORTH HOLLYWOOD	ROLANO ZIHLA	HW		64	**113**	NE
11155	BURBANK BLVD	NORTH HOLLYWOOD	GUARDIAN AUTO REPAIR LP	HW		64	**114**	NW
			GUARDIAN AUTO CENTER	HW		64		
			CALIBER COLLISION CENTERS	HW		64		
			GUARDIAN AUTO CTR INC	HW		65		
			GUARDIAN AUTO CTR INC	RN	S	41		
5250	HARMONY AVE	NORTH HOLLYWOOD	MAGNOLIA VILLAS	HW		65	**115**	SE
11204	CUMPSTON ST	NORTH HOLLYWOOD	CROSSROADS AUTO BODY	HW		65	**116**	W
			CROSSROADS CHEVROLET	UT	1998I	76		
5228	VINELAND AVE	NORTH HOLLYWOOD	MASES AUTOMOTIVE	HW		66	**124**	S
			GREEN MOTORWORKS	HW		66		

OPERATING PERMITS ONLY, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

5525	KLUMP AVE, # 5539	NORTH HOLLYWOOD	NOHO SENIOR VILLAS LP	HW		65	**117**	W
5525	KLUMP AVE	NORTH HOLLYWOOD	CLIFFORD BEERS HOUSING	HW		65	**117**	W
5441	DENNY AVE	NORTH HOLLYWOOD	PHILIP KAUFLER	HW		65	**118**	E
5435	DENNY AVE	NORTH HOLLYWOOD	RAY M JOHNSON STUDIO INC	HW		65	**119**	E
			RAY M. JOHNSON STUDIO	HW		66		
5532	KLUMP AVE	NORTH HOLLYWOOD	LAYMAN FINANCIAL SERVICES INC	HW		66	**120**	W
5545	KLUMP AVE	NORTH HOLLYWOOD	GREAT WESTERN BANK	HW		66	**121**	W
11223	CHANDLER BLVD	NORTH HOLLWOOD	CHANDLER CLEANERS	UT		77	**122**	W
10742	BURBANK BLVD	BURBANK	CORPORATE IMPRESSIONS	HW		66	**123**	NE
			L THOMAS GERRED AND SONS INC	HW		66		
5228	VINELAND AVE	NORTH HOLLYWOOD	MASES AUTOMOTIVE	RN	S	41	**124**	S
5243	HARMONY AVE	NORTH HOLLYWOOD	L A COMM REDEV AGCY	HW		67	**125**	SE
10837	COLLINS ST	NORTH HOLLYWOOD	L D S CHURCH	HW		67	**126**	NE
10735	BURBANK BLVD	NORTH HOLLYWOOD	JENSEN TRANSFORMERS INC	HW		67	**128**	NE
			JENSEN TRANSFORMERS	HW		67		
			JENSEN TRANFORERS, INC.	UT	8798I	77		
5720	CASE AVE	N HOLLYWOOD	BEJAMIN ROMERO	HW		67	**129**	NW
11240	CUMPSTON ST	NORTH HOLLYWOOD	KAJIMA-RAY WILSON CONSTRUCTION	HW		67	**130**	W
			KAJIMA-RAY WILSON CONSTRUCTION	HW		67		
			KAJIMA/RAY WILSON CONSTRUCTION	HW		68		
			KAJIMA/RAY WILSON CONSTRUCTION	HW		68		
10717	CHANDLER BLVD	NORTH HOLLYWOOD	SOMERS & ELMORE	HW		68	**131**	E
			SOMERS & ELMORE PLATING INC	HW		68		
5256	RIVERTON AVE	NORTH HOLLYWOOD	JIM WALDEN	HW		68	**132**	SE
5354	DENNY AVE	NORTH HOLLYWOOD	THE BOUNCE INC	HW		68	**133**	E
			LEGALLY BLONDE	HW		68		
5353	DENNY AVE, STE B	NORTH HOLLYWOOD	ALL CLEAR ENVIRONMENTAL INC	HW		69	**134**	E
11201	BURBANK BLVD	NORTH HOLLYWOOD	NICK'S INVESTMENT	HW		69	**135**	W

; ADDRESS		CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
			GOLDEN TOUCH AUTO BODY	HW		69		
			CROWN AUTO AIR CONDITIONING	HW		69		
			CHARLIE'S JAPANESE CAR SERVICE	HW		69		
			NICK PAVICH	UT	8798A	77		
10995 W	MAGNOLIA BLVD	NORTH HOLLYWOOD	WALGREENS #9491	HW		69	**137**	S
11208	BURBANK BLVD	NORTH HOLLYWOOD	BOBBY'S BMW SERVICE	HW		70	**138**	W
			BOBBYS GERMAN AUTO	HW		70		
5756	CRANER AVE	N HOLLYWOOD	GEORGE SACCO	HW		70	**140**	N
10955	MAGNOLIA BLVD	NORTH HOLLYWOOD	WALGREENS #9491	RN	E	41	**141**	S
11128	WEDDINGTON ST	NORTH HOLLYWOOD	NRG RECORDING SERVICES	HW		70	**142**	SW
5721	FULCHER AVE, # 5723	NORTH HOLLYWOOD	LOS ANGELES NEIGHBORHOOD HOUSI	HW		71	**143**	NW
10713	BURBANK BLVD	NORTH HOLLYWOOD	CENTURY PRECISION OPTICS	HW		71	**144**	E
			CENTURY PRECISION OPTICS	RN	X	41		
10912	MAGNOLIA BLVD	NORTH HOLLYWOOD	COMMUNITY REDEVELOPMENT AGENCY	HW		71	**146**	S
			COMMUNITY DEVELOPMENT AGY OF L	HW		71		
10900	MAGNOLIA BLVD	NORTH HOLLYWOOD	RALPHS GROCERY #56	HW		71	**147**	S
10709	BURBANK BLVD	NORTH HOLLYWOOD	GRAPHICS IV	HW		71	**148**	E
11035	MAGNOLIA BLVD	NORTH HOLLYWOOD	STANLEY TREITEL	UT	1998I	77	**149**	S
10854	MAGNOLIA BLVD	NORTH HOLLYWOOD	COMMUNITY REDEVLP AGENCY OF LA	HW		71	**150**	S
			L A COMM REDEV AGCY	HW		72		
			ANZALONE & ASSOC INC	HW		72		
11224	BURBANK BLVD	NORTH HOLLYWOOD	J M CARBURADORES	HW		72	**151**	W
11040	MAGNOLIA BLVD	NORTH HOLLYWOOD	MARCELO'S P&M MOTORCYLES	HW		72	**152**	SW
5737	FULCHER AVE	N HOLLYWOOD	FRANK MAGALLANES	HW		72	**153**	NW
11211	CHANDLER BLVD	NORTH HOLLYWOOD	WEBSTER, DONALD, E	HW		72	**155**	W

REFERENCED SOURCES

NPL	NATIONAL PRIORITY LIST					
CERCLA	SEMS (CERCLIS)					
	CERCLIS					
NFRAP	NFRAP					
FedFac	FEDERAL FACILITIES					
ERNS	EMERGENCY RESPONSE NOTIFICATION SYSTEM					
HM	HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM					
SETS	SITE ENFORCEMENT TRACKING SYSTEM					
CDETS	ENFORCEMENT DOCKET (DOCKET/CDETS)					
CD	C-DOCKET					
IS	INTEGRATED COMPLIANCE INFORMATION SYSTEM					
RV	CORRACTS					
TSD	RCRA - TSD FACILITIES					
	I	Incinerator	D	Land Disposal	T	Storage/Treatment
LB	CLANDESTINE DRUG LABORATORIES					
II	INDIAN LUST/VCP/UST					
FL	FEDERAL LEAD					
SR	STATE RESPONSE					
VC	VOLUNTARY CLEANUP PROGRAM					
FE	PROPERTIES NEEDING FURTHER EVALUATION					
ME	MILITARY EVALUATION SITES					
EP	EXPEDITED REMEDIAL ACTION					
BZ	BORDER ZONE					
SC	SCHOOL PROPERTY EVALUATION PROGRAM					
LU	SMBRPD LAND USE RESTRICTIONS					
DR	HWMP DEED/LAND USE RESTRICTIONS					
CA	CORRECTIVE ACTION					
HI	HISTORICAL SITES					
CS-nfa	CALSITES - NO FURTHER ACTION					
CS	CORTESE					
LUST	LEAKING UNDERGROUND STORAGE TANKS					
	0	No action	3B	Prel site assmnt underway	7	Remedial action underway
	1	Leak being confirmed	5C	Pollution characterization	8	Post remedial action monitoring
	3A	Site workplan submitted	5R	Remediation plan	9	Case closed
SWIS	SOLID WASTE INFORMATION SYSTEM					
WIP	WELL INVESTIGATION PROGRAM					
WQ	DRINKING WATER PROGRAM					
NT	TOXIC RELEASES					
TP	TOXIC PITS					
SW	SOLID WASTE ASSESSMENT TEST					
RCRA	RCRA GENERATORS					
	L	Large Generator	T	Transporter	S	Small Generator
SARA	SARA TITLE III,SECTION 313 (TRIS)					
Nucl	NUCLEAR REGULATORY COMMISSION LICENSEES					
PCB	PCB WASTE HANDLERS DATABASE					
	PCB Waste Handlers Database					
	PCB Waste Handlers Database					
	03/08					
PCS	PERMIT COMPLIANCE SYSTEM (PCS)					
AFS	AIRS FACILITY SYSTEM (AFS)					
PE	SECTION SEVEN TRACKING SYSTEM					
FIFRA	FIFRA/TSCA TRACKING SYSTEM					
FIFS	FEDERAL FACILITIES INFORMATION SYSTEM (FFIS)					
CICIS	CHEMICALS IN COMMERCE INFORMATION SYSTEM					
FN	FINDS EPA FACILITY INDEX SYSTEM					
HWIS	HAZARDOUS WASTE INFORMATION SYSTEM					
UST	UNDERGROUND STORAGE TANKS					

ENVIRONMENTAL RECORD SEARCH

LISTED BY SOURCE

INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search. Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites. To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information in our sources. For additional information call 858 793-0641.

In accordance with ASTM E-1527-13, the following government sources have been searched for sites within one mile radius,within the distances of the subject location as listed below.

FEDERAL SOURCES

NPL National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

Site: SAN FERNANDO VALLEY
Address: N HOLLYWOOD WELLFIELD AREA
City: NORTH HOLLYWOOD
Status: C - Currently on the Final NPL

EPA ID#: CAD980894893

.Discovery of this Hazardous Waste site was brought to EPA's attention on 12/01/83. A numeric estimate of the relative severity of a hazardous substance release and its potential, computed using the Hazard Ranking System, was established on 04/01/84. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 04/01/84. On 04/01/84, a screening Site Inspection was completed, collecting site data and samples to characterize the severity of the hazard to support the ranking and enforcement of the clean-up required.
As published in the Federal Register on 10/15/84, this site was proposed to be placed on the National Priority List (NPL), based on the site's Hazard Ranking Score. A search of PRPS was initiated on 09/30/84. The action was completed on 08/15/85. On 06/10/86, the proposed NPL status was converted to Final Status. An Administrative Order was issued on 08/30/90 by the EPA unilaterally (under section 106 of SARA). Discussions and information exchange were started on 05/04/89 between PRPS and EPA over the PRPS's liability, willingness and ability to conduct the remedial design and action as identified in the ROD. The action was completed on 03/28/91. A search of PRPS was initiated on 08/16/90. The action was completed on 09/30/91. A judicial Consent Decree was entered on 03/25/92 between the Federal government and the PRPS settling a claim under CERCLA. An Administrative Order was issued on 03/26/92 by the EPA unilaterally (under section 106 of SARA). A package was prepared in support of cost recovery actions containing site-specific cost documentation information for direct expenditures and indirect costs. A search of PRPS was initiated on 09/25/89. The action was completed on 06/30/93. An Administrative Order was issued

on 02/18/94 by the EPA unilaterally (under section 106 of SARA). A package was prepared on 03/24/94 in support of cost recovery actions containing site-specific cost documentation information for direct expenditures and indirect costs. A package was prepared on 09/04/94 in support of cost recovery actions containing site-specific cost documentation information for direct expenditures and indirect costs. A package was prepared on 10/17/95 in support of cost recovery actions containing site-specific cost documentation information for direct expenditures and indirect costs. An enforcement instrument (e.g. Consent Decree) is lodged on 02/21/96 by DOJ with the court. An enforcement instrument (e.g. Consent Decree) is lodged on 03/14/96 by DOJ with the court. A judicial Consent Decree was entered on 07/01/96 between the Federal government and the PRPS settling a claim under CERCLA. A judicial Consent Decree was entered on 08/01/96 between the Federal government and the PRPS settling a claim under CERCLA. Negotiations were enetered on 07/16/93 between EPA and the PRPS on the liability for reimbursement to the fund of past EPA expenditures involved in the site cleanup. The action was completed on 01/14/97. A Judicial referral under section 107 for recovery from PRPS was made on 01/14/97. An enforcement instrument (e.g. Consent Decree) is lodged on 02/18/97 by DOJ with the court. An enforcement instrument (e.g. Consent Decree) is lodged on 02/18/97 by DOJ with the court. A judicial Consent Decree was entered on 05/14/97 between the Federal government and the PRPS settling a claim under CERCLA. A judicial Consent Decree was entered on 05/14/97 between the Federal government and the PRPS settling a claim under CERCLA. Discussions and information exchange were started on 05/04/94 between PRPS and EPA over the PRPS's liability, willingness and ability to conduct the remedial design and action as identified in the ROD. The action was completed on 08/07/97. An enforcement instrument (e.g. Consent Decree) is lodged on 03/17/98 by DOJ with the court. A judicial Consent Decree was entered on 06/22/98 between the Federal government and the PRPS settling a claim under CERCLA. A voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS on 06/30/98, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. A voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS on 12/30/98, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Support was provided for conducting the review of remedy treatment facilities five years after construction completion.

ACTIONS AT BASINWIDE

Data was collected on 08/16/85 for analyses of the site problem, identification of preliminary remedial alternatives, and recommendations of a cost-effective remedy (RI/FS). Participation in the conduct of fund-financed Remedial Investigation/Feasibility Study (RI/FS). A baseline risk assessment was performed on 12/15/92 assessing the the hazard posed by the site which determines of whether an imminent and substantial endangerment of public health or the environment exists. The action was completed on 12/15/92. Assessment was started on 12/15/92 of the baseline risks posed by the site to ecological receptors. Oversight was provided on 09/09/94 of Potentially Responsible Party (PRP) response action for Remedial Investigation/Feasibility Study (RI/FS), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. Oversight was provided on 09/09/94 of responsible party response action for Remedial Investigation/Feasibility Study (RI/FS), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of SARA and IAG or MOA. The remedial investigation gathers data necessary to: (1) determine the nature and extent of problems at the site; (2) establish cleanup criteria for the site; (3) identify preliminary alternative remedial actions; and (4) support the technical and cost analyses of the alternatives.

ACTIONS AT NORTH HOLLYWOOD

Data was collected on 09/24/87 for analyses of the site problem, identification of preliminary remedial alternatives, and recommendations of a cost-effective remedy (RI/FS). The additonal Remedial Design fully detailing and specifying the remedy identified in the ROD or EDD was started on 04/01/87. The action was completed on 09/24/87. An additional final Record of Decision (ROD) was approved on 09/24/87 indicating that the agency has chosen the remedy for the site. The additonal Remedial Action to implement a permanent resolution to the problem at the site was started on 08/06/87. The action was completed on 09/04/91. Support was provided on 07/08/93 for conducting the review of remedy treatment facilities five years after construction completion. Support was provided on 08/17/98 for conducting the review of remedy treatment facilities five years after construction completion. Site requirements were established on 12/01/99 associated with a remedy that must be performed after completion of a remedial action. The required Operations & Maintenance activities associated required after the remedial action was started on 12/01/99. Support was provided for conducting the review of remedy treatment facilities five years after construction completion. An additonal Administrative Order was issued by the EPA unilaterally (under section 106 of SARA). An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Negotiations were entered between EPA and the PRPS. An additonal Administrative Order was issued by the EPA unilaterally (under section 106 of SARA). An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Negotiations were entered between EPA and the PRPS. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Negotiations were entered between EPA and the PRPS. An additional search of PRPS was initiated.

ACTIONS AT NORTH HOLLYWOOD 2ND REMEDY

An additional feasibility study was initiated evaluate alternative remedial actions from technical, environmental, and cost-effectiveness perspectives; recommend the remedial actions; and prepare a conceptual design, cost estimates and schedules. An additional final Record of Decision (ROD) was approved indicating that the agency has chosen the remedy for the site. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment.

An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Discussions and information exchange were started between PRPS and EPA over the PRPS's liability, willingness and ability to conduct the remedial design and action as identified in the ROD. Oversight was provided of Potentially Responsible Party (PRP) response action for Remedial Design (RD), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. The additonal Remedial Design fully detailing and specifying the remedy identified in the ROD or EDD was started. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment.

Site: SAN FERNANDO VALLEY
Address: CRYSTAL SPRINGS WELLFIELD AREA
City: GLENDALE
Status: C - Currently on the Final NPL

EPA ID#: CAD980894901

ACTIONS AT GLENDALE NORTH TO RD ONLY

Data was collected on 06/18/93 for analyses of the site problem, identification of preliminary remedial alternatives, and recommendations of a cost-effective remedy (RI/FS). An additional final Record of Decision (ROD) was approved on 06/18/93 indicating that the agency has chosen the remedy for the site. Oversight was provided on 11/11/96 of Potentially Responsible Party (PRP) response action for Remedial Design (RD), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules.

ACTIONS AT GLENDALE SOUTH(TO ROD)&COMBINE

Data was collected on 06/18/93 for analyses of the site problem, identification of preliminary remedial alternatives, and recommendations of a cost-effective remedy (RI/FS). An additional final Record of Decision (ROD) was approved on 06/18/93 indicating that the agency has chosen the remedy for the site. Oversight was provided on 11/11/96 of Potentially Responsible Party (PRP) response action for Remedial Design (RD), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. EPA reviews on 12/02/99 a formal request for a Prospective Purchaser Agreement (PPA), resulting in a decision to grant or deny the request. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. EPA reviews a formal request for a Prospective Purchaser Agreement (PPA), resulting in a decision to grant or deny the request. An additional voluntary and enforceable agreement, Administrative Order of Consent, pursuant to CERCLA was signed by EPA and PRPS, whereby the PRPS agree to perform and/or pay for the response costs involved in site cleanup. The order describes the PRP response to be taken at the site, stipulated penalties, indemnification, effective date, and may be subject to public comment. Oversight was provided on 10/17/97 of Potentially Responsible Party (PRP) response action for Remedial Action (RA), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. Oversight was provided of responsible party response action for Long Term Response (LR), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. The Long Term Response includes all site requirements associated with a remedy that must be performed after completion of a remedial action. EPA regional attorneys took additonal legal action to establish EPA as a creditor of the PRP, who has filed for bankruptcy. Oversight was provided of responsible party response action for feasibility Study (FS), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules. The feasibility study is a study of a hazardous waste state to: (1) evaluate alternative remedial actions from technical, environmental, and cost effectiveness perspectives; (2) recommend the cost-effective remedial action; and (3) prepare a conceptual design , a cost estimate for budgetary purposes, and a preliminary construction schedule. Oversight was provided of Potentially Responsible Party (PRP) response action for Remedial Action (RA), including all activities for monitoring and supervising the performance of the responsible parties to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules.

Superfund Enterprise Management System (SEMS) replaced CERCLIS in 2014. This database is used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA.

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites delisted from the NPL list are included here.

This list has been researched within half of a mile radius of the subject site.

Site: PRESERVATION AVIATION
Address: 10800 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 100 - about .2 mile NE of the subject
Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CAN000906084

An Administrative Order was issued by the EPA unilaterally (under section 106 of SARA). A search was initiated to identify PRPS. An incident required expeditious attention to reduce imminent and substantial dangers to human health, welfare or the environment. An enforcement instrument (e.g. Consent Decree) is lodged by DOJ with the court. A judicial Consent Decree was entered between the Federal government and the PRPS settling a claim under CERCLA. An enforcement instrument (e.g. Consent Decree) is lodged by DOJ with the court. A judicial Consent Decree was entered between the Federal government and the PRPS settling a claim under CERCLA.
CONTAMINENTS:
pyrotechnic chmicals - removal

Removal Only Site (No Site Assessment Work Needed) as of 5/28/2004 0:00:00.

NFRAP No Further Remedial Action Planned sites (CERCLIS)

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

Site: MAIN TOOL & DIE CO
Address: 10835 CHANDLER BLVD
City: N HOLLYWOOD
Map Loc: 63 - about .1 mile SE of the subject
Status:

EPA ID#: CAD009644261

Discovery of this Hazardous Waste site was brought to EPA's attention on 02/01/86. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 02/14/89. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 11/01/86.

NFRAP as of 2/14/1989 0:00:00.

Site: LBM PRODUCTS
Address: 10711 CHANDLER BLVD
City: N HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status:

EPA ID#: CAD982359929

Discovery of this Hazardous Waste site was brought to EPA's attention on 01/01/88. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 11/10/88.

NFRAP as of 11/10/1988 0:00:00.

Site: SO PACIFIC RR
Address: 5353 STROHM AVE
City: N HOLLYWOOD
Map Loc: 162 - about .6 mile E of the subject
Status:

EPA ID#: CAD980736136

Discovery of this Hazardous Waste site was brought to EPA's attention on 10/01/79. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 01/18/89. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 02/01/86.

NFRAP as of 1/18/1989 0:00:00.

FEDFAC Federal Facilities

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No listings within half of a mile radius of the subject site.

ERNS Emergency Response Notification System

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This list has been researched within a quarter of a mile radius of the subject site.

Site: 6-UNIT APARTMENT COMPLEX
Address: 5525 BONNER AVE, APT #5
City: NORTH HOLLYWOOD
Map Loc: 87 - about .2 mile W of the subject
Status: 0200622276

On 09/07/02 an incident involving OIL, MISC: MOTOR, caused by dumping, occurred.
THE CALLER STATED THAT THE SUSPECTED RESPONSIBLE PARTY DUMPED WASTE MOTOR OIL ONTO DRIVEWAY AND INTO TRASH BIN..

CALLER STATED THAT MATERIAL WILL WASH INTO STORM DRAIN AFTER THE FIRST GOOD RAIN..

Site:
Address: VINELAND AVE
City: NORTH HOLLYWOOD
Status: 1201019999

On 08/04/12 an incident, caused by trespasser, was discovered.
CALLER REPORTED A FREIGHT TRAIN STRUCK A TRESPASSER RESULTING IN A FATALITY..

INVESTIGATION UNDERWAY.

HMIRS Hazardous Material Incident Report System

The Hazardous Material Report Incident Report Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

No listings within the street address of the subject site.

SETS Site Enforcement Tracking System (SETS)

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

No listings within a quarter of a mile radius of the subject site.

DO Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

This list has been researched within a quarter of a mile radius of the subject site.

Site: SAN FERNANDO VALLEY
Address: N HOLLYWOOD WELLFIELD AREA
City: NORTH HOLLYWOOD
Status:
Permit id#: CAD980894893

CD Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

No listings within a quarter of a mile radius of the subject site.

ICIS Integrated Compliance Information System (ICIS)

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

This list has been researched within half of a mile radius of the subject site.

Site: PRESERVATION AVIATION
Address: 10800 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 100 - about .2 mile NE of the subject
Status:

Permit id#: CAN000906084

A Judicial case was opened in accordance with sec 107A - Cost Recovery.
04/30/2008: REFERRED TO DEPT OF JUSTICE
05/05/2008: ENFORCEMENT ACTION DATA ENTERED
09/17/2009: COMPLAINT FILED WITH COURT
09/17/2009: FINAL ORDER LODGED
11/20/2009: FINAL ORDER ENTERED

On November 20, 2009, the federal District Court for the Central District of California entered a Consent Decree resolving all claims and dismissing with prejudice the litigation in Preservation Aviation, et al. v. United States, et al. The litigation stems from a 2004 removal action Region 9 conducted in North Hollywood, California. The Site ┬û a warehouse and storage yard ┬û was with approximately one million aircraft instruments, many of which were contaminated with radium and radon gas. EPA ultimately disposed of all the instruments and demolished the warehouse, leaving the Site sufficiently clean for unrestricted use. The operator PRPs ┬û Preservation Aviation, Inc., its owner, Jeffrey Pearson ┬û together with Mr. Pearson┬Æs wife, Ann Pearson, sued EPA, alleging that EPA conspired to harm them, committed negligence in the course of the removal, and effected an unconstitutional taking of private property without due process and without just compensation. EPA counterclaimed to recover its cleanup costs at the site. On the basis of the PRPs┬Æ ability to pay, the United States compromised its unrecovered costs of approximately $2.5 million.

An Administrative Order/Unilateral Administrative Order Without Adjudication was opened in accordance with sec 106A - Imminent & Substantial Endangerment Order Violation of Other/Miscellaneous.
08/26/2004: COMPLAINT FILED/PROPOSED ORDER
08/26/2004: ENFORCEMENT ACTION CLOSED
08/26/2004: FINAL ORDER ISSUED
10/07/2004: ENFORCEMENT ACTION DATA ENTERED

This is a Unilateral Administrative Order pursuant to CERCLA 106(a) issued to the owners and operators of the Preservation Aviation, Inc. facility. The Order directs a response to radioactive materials and structures at the site.

A Judicial case was opened in accordance with sec 107A - Cost Recovery.
02/27/2008: REFERRED TO DEPT OF JUSTICE
04/03/2008: ENFORCEMENT ACTION DATA ENTERED
05/14/2008: COMPLAINT FILED WITH COURT
05/14/2008: FINAL ORDER LODGED
07/29/2008: FINAL ORDER ENTERED

This action is intended to achieve cost recovery for CERCLA response actions at the Preservation Aviation Superfund site.

RCRA RCRA Violators List (CORRACTS)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS)

If enforcement is required, it is typically delegated to a state agency.

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site

No listings within 1 mile radius of the subject site.

RCRA-D Resource Conservation and Recovery Information System - Treatment, Storage & Disposal

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes:	I	Incinerator
	T	Storage/Treatment facility other than Incinerator
	D	Land Disposal Facility

No listings within 1 mile radius of the subject site.

CDL Clandestine Drug Laboratories

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

No listings within half of a mile radius of the subject site.

IDN Indian REservation LUST/VCP/UST

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

No listings within half of a mile radius of the subject site.

CALIFORNIA STATE SOURCES

FL State Response Sites - Federal Lead

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

Site: SAN FERNANDO VALLEY (AREA 1)

Address: N HOLLYWOOD WELLFIELD AREA
City: LOS ANGELES
Status:

id: 19990011 051596 NONCLASSIFIABLE ESTABLISHMENTS

Program: MULTI-SITE COOPERATIVE AGREEMENT

Actions:
REMEDIAL ACTION PLAN / RECORD OF DECISION (NH) - completed on 09/30/87.
REMEDIAL INVESTIGATION / FEASIBILITY STUDY (NH) - completed on 09/30/87.
REMOVAL ACTION (NH) - completed on 03/31/89.
REMEDIAL ACTION PLAN / RECORD OF DECISION (B) - completed on 06/30/89.
REMEDIAL INVESTIGATION / FEASIBILITY STUDY (B) - completed on 06/30/89.
PUBLIC PARTICIPATION PLAN - completed on 04/30/90.
DESIGN (B-PH1) - completed on 03/31/97.
COST RECOVERY (NH1/1) - completed on 09/04/96.
OPERATION & MAINTENANCE (NH OU) - is scheduled to be completed on 06/30/09.
COST RECOVERY (NH2/1) - completed on 06/20/97.
DESIGN (B-PH2) - completed on 11/17/97.
I/SE, IORSE, FFA, FFSRA, VCA, EA (CSNH1) - completed on 08/01/96.
I/SE, IORSE, FFA, FFSRA, VCA, EA (CSNH2) - completed on 05/14/97.
I/SE, IORSE, FFA, FFSRA, VCA, EA (CD-B2) - completed on 06/24/97.
FIVE-YEAR REVIEW REQUIRED BY CERCLA (NH OU) - completed on 08/17/98.
The San Fernando Valley Ground Water Basin (SFVGWB) is located within the Upper Los Angeles River Area, and consists of the eastern portion of the San Fernando Valley and the entire Verdugo Basin. The SFVGWB encompasses approximately 112,000 acres of alluvial valley fill deposits and provides enough water to serve approximately 600,000 residents. The Basin is bounded on the north and the northwest by the Santa Susana Mountains, on the northeast by the San Gabriel Mountains, on the west by the Simi Hills and on the south by the Santa Monica Mountains. The San Fernando Valley Study area includes four National Priorities List (NPL) sites. They are: Area #1 - North Hollywood NPL Site covers 9336 acres in the eastern part of the San Fernando Valley. The site has been divided into the North Hollywood Operable Unit(OU) and the Burbank OU. Area #2 - Crystal Springs NPL Site covers 3975 acres located southeast of the North Hollywood NPL site and is in the cities of Glendale and Los Angeles. Area #3 - Verdugo NPL Site covers 2673 acres in the eastern part of the SF Valley and is located in and adjacent to La Crescenta in the Verdugo Mountains. Area #4 - the Pollock NPL Site covers 1635 acres in the south- eastern part of the San Fernando Valley and is located in and adjacent to the cities of Los Angeles and Glendale. Groundwater contamination in the SFVGWB is linked to prewar, postwar, and current industrialization in the San Fernando Valley. The primary contaminants of concern are the volatile organic compounds (VOCs) trichloroethylene (TCE) and tetrachloroethylene (PCE). These compounds have been and/or are being used in many San Fernando Valley industries, such as aeronautical, automotive dry cleaning, and metal plating. These solvents have found their way to the groundwater basin as a result of both past and improper use, storage and disposal practices. The SFVGWB Superfund sites, added to the NPL in 1986, are areas where groundwater from wells have been found to contain VOCs above the state and federal drinking water standards. Groundwater contamination in numerous wells have been so severe with TCE and PCE that these wells have essentially been put out of commission. Exposure of receptors to contaminants can possibly occur through ingestion of contaminated drinking water, inhalation of VOC vapors released from the contaminated water as in taking showers, and dermal exposure as in washing or bathing. However, with the strict regulatory control over water quality by the State's Department of Health, Office of Drinking Water (ODW), the RWQCB, and other agencies, residents are assured that the water they consume is safe and that no one is drinking water which contains concentrations of contaminants above regulatory standards. Federal, state, and local agencies have been conducting investigations and cleanup of contaminated groundwater in the San Fernando Valley since contamination was discovered in 1979. These activities involve measuring the extent of contamination, developing and implementing cleanup remedies, and identifying responsible parties. EPA provided oversight of the basinwide Remedial Investigation (RI) of groundwater contamination conducted by the Los Angeles Department of Water and Power (LADWP). The RI objectives were to collect lithological and water quality data and information regarding basin operations for the eastern SF and Verdugo basins; develop a regional characterization of geology, hydrology, hydrogeology and the nature and extent of groundwater contamination within the eastern and Verdugo basins; study fate and transport of compounds in the environment; identify Applicable or Relevant and Appropriate Requirements; (ARAR's) and evaluate the potential risk to human health and the environment. The Remedial Investigation of the SFVGWB was divided into two phases. Phase I activities have included vertical profile borings and installation of monitoring wells to obtain preliminary contamination information. Monitoring wells have been installed as follows: 34 in North Hollywood (Area #1); 29 in Crystal Springs (Area #2); 7 in Verdugo (Area #3); and 17 in Pollock (Area #4). Information obtained from Phase I investigation activities identified the need for several operable units. Operable Unit is a federal term which is similar to the State's definition of a removal action. Phase II activities consist of a basinwide remedial investigation conducted by the LADWP. Remedial Actions (RAs): North Hollywood (Area #1) -- Two RAs were identified for Area #1, the North Hollywood OU and the Burbank OU. A Record of Decision (ROD) for the North Hollywood RA was signed in September 1987, selecting groundwater extraction and treatment (air stripping) of 2,000 gallons per minute (gpm) of contaminated water as an interim remedy. This RA was constructed with funding from EPA and the State and has been treating contaminated groundwater since March 1989. This facility is located at 11845 Vose Street in the N. Hollywood section of Los Angeles. A ROD for the Burbank OU was signed in June 1989, again selecting groundwater extraction and treatment of about 12,000 gpm of contaminated water. Phase I of the Burbank OU began operations in January 1996 treating groundwater at a rate of 6,000 gpm. Phase II began operations in May 1998 adding an additional 3,000 gpm to the Burbank OU's treatment capacity. Crystal Springs (Area #2) -- LADWP has completed a focused RI/FS for this proposed RA. The Glendale OU has been separated into a North OU and a South OU based on the amount of contamination and the facilities contributing to the GW contamination. A ROD for each OU was signed on June 18, 1993 designating groundwater extraction and treatment as the interim remeday. The PRPs have formed a group and combined the RA efforts for each OU into one document. The selected alternative is GW extraction and treatment. The Glendale OU began operations in September 2000. Verdugo and Pollock (Areas #3 and #4) -- Currently no RAs have been identified for Area #3 or for Area #4. In October 2003 US EPA proposed No Remedial Action for Verdugo Basin (Area #3). Another contaminant of concern, hexavalent chromium, has been identified in the San Fernando Valley Groundwater Basin. EPA and the RWQCB are currently dentifying potential sources of contamination and pursuing PRPs that may be responsible for contaminating groundwater. As these PRPs are identified, individual site investigations and mitigation activities will be pursued.

Enforceable agreements and orders will be implemented at numerous specific potential source sites within the Basin by RWQCB and DTSC

SR **State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within half of a mile radius of the subject site.

Site: M & R PLATING CORP.
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: Priority Rank NRA

VCP **Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

This list has been researched within half of a mile radius of the subject site.

Site: M & R PLATING CORP.
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: NRA

id: 71002112

The present status - was reported as of .
The lead agency for this site is .

FE **Properties Needing Further Evaluation**

This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination.

This list has been researched within half of a mile radius of the subject site.

Site: US BANK NATIONAL ASSOCIATION P
Address: 5542 SATSUMA AVE
City: LOS ANGELES
Map Loc: 48 - about .1 mile NE of the subject
Status:

id: 19600002

(02/14/03) DTSC received an SB 1248 Notification for a local oversight and site assessment by the LA County Fire Department - Site Mitigation Unit of a non-generator business that had historically been used for circuit board manufacturing.

Site: US BANK NATIONAL ASSOCIATION P
Address: 5542 SATSUMA AVE
City: LOS ANGELES
Map Loc: 48 - about .1 mile NE of the subject
Status:

id: 19600001

The present status - was reported as of 2003-02-14.

Site: M & R PLATING CORP.
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status:

id: 71002112

Site: ROSALI CLEANERS
Address: 5160 VINELAND AVE, #107
City: NORTH HOLLYWOOD
Map Loc: 154 - about .4 mile S of the subject
Status:

id: 19720045

(07/11/03) DTSC received an SB 1248 Notification for a local oversight by LA County Fire Department - Site Mitigation Unit of a former oil well site.

Site: NORTH HOLLYWOOD SUPERIOR COURT
Address: 5554 LANKERSHIM BLVD
City: NORTH HOLLYWOOD
Map Loc: 158 - about .5 mile W of the subject
Status:

id: 19750073

Past use include fuel - vehicle storage/ refueling, paint/depaint facility, retail - service station. Potential contaminents of concern include * HALOGENATED ORGANIC COMPOUNDS, * HALOGENATED SOLVENTS, * HYDROCARBON SOLVENTS, * Metals - Other Inorganic Solid Waste, * ORGANIC LIQUIDS WITH METALS, * ORGANIC SOLIDS WITH HALOGENS, * OXYGENATED SOLVENTS, * CONTAMINATED SOIL, * Sludge - Halogenated Compounds, * Sludge - Paint, * UNSPECIFIED OIL CONTAINING WASTE, * UNSPECIFIED SOLVENT MIXTURES, * WASTE OIL & MIXED OIL, * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * AUTO SHREDDER WASTE, Lead, Polychlorinated biphenyls (PCBs). The Groundwater (other than drinking water), Soil is potentialy affected. The present status - EPA - PASI was reported as of 2009-05-18.
The lead agency for this site is SMBRP.
Completed tasks:
1993-12-10: Site Screening. Site Investigation is ongoing, L.A. County lead.
1992-11-18: Site Screening. The site is proposed to develop as North Hollywood Superior Court. The subsurface contamination at the site is greater than 10-13 feet. The contamination ia mainly from oil spilled hydrocarbon. The site is contaminates with light solvents, xylenes and toluenes, lead and PCBs. One above ground tank is on the property. The site consists of ten lots which include office buildings, restaurants, auto repair shops, auto body shops, and residential places. Some of the business activities at the site is still opeational. LA County is the lead. Therefore, NFA for the Department

ME Military Evaluation Sites

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

EP **Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

BZ **Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

No listings within half of a mile radius of the subject site.

SCH **School Property Evaluation Program Properties**

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action ccurred) based on completed activities. All proposed school sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

This list has been researched within a quarter of a mile radius of the subject site.

Site: EAST VALLEY AREA NEW HIGH SCHO
Address: VINELAND AVE & CUMPSTON ST
City: LOS ANGELES
Map Loc: 2 - about .0 mile W of the subject
Status:

id: 19000011 021000 PROPERTIES THAT DO NOT HAVE SIC CODES

Past use include vehicle maintenance. Potential contaminents of concern include Lead. Confirmed contaminents of concern include Lead. The Soil is potentialy affected. The present status - was reported as of 2008-09-24.
The lead agency for this site is SMBRP. The program manger is Ivy Osornio from Southern California Schools & Brownfields Outreach. Funding is provided by SCHOOL DISTRICT.
Completed tasks:
2000-02-10: Environmental Oversight Agreement.
Completed tasks:
2002-03-29: Preliminary Endangerment Assessment
Completed tasks:
2007-07-10: CEQA - Notice of Exemption. DTSC fi
Completed tasks:
2008-03-10: Certification. DTSC certified the E
Completed tasks:
2008-03-10: Cost Recovery Closeout Memo. DTSC p
Completed tasks:
2008-09-18: Cost Recovery Closeout Memo.
Report.
2001-06-21: Phase 1.
2007-01-10: Supplemental Site led Notice of Exemption Pursuant to California Environmental Qualityrepared Cost Recovery Unit close out Memorandum
VHS 1B project

Act.
Investigation Tech Memo. DTSC concurred with the sampling plan proposed in the SSI TM
2007-05-15: Supplemental Site Investigation Report. FA required for lead
2007-07-10: Removal Action Workplan.
2007-06-13: Fact Sheets. Fact sheet approved
2008-02-11: Removal Action Completion Report. DTSC determined that No Further Action is necessary based on the Removal Action Completion Report.
2008-07-28: Other Report. DTSC approved the construction response report
2003-11-25: Supplemental Site Investigation Report.
2004-01-22: Supplemental Site Investigation Report.

LUR **Brownfields Reuse Program Facility Sites with Land Use Restrictions**

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

No listings within half of a mile radius of the subject site.

DR **Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

No listings within half of a mile radius of the subject site.

CA **Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

No listings within half of a mile radius of the subject site.

HIS **Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

This list has been researched within half of a mile radius of the subject site.

Site: MAIN TOOL & DIE COMPANY
Address: 10835 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 63 - about .2 mile SE of the subject
Status:

id: 19350385 120894 MANU - INDUSTRIAL MACHINERY & EQUIPMENT

Past use include manufacturing - metal. Potential contaminents of concern include Lead, Chromium III, Cobalt, Iron, Nickel, Zinc. Confirmed contaminents of concern include Lead, Chromium III, Cobalt, Iron, Nickel, Zinc. The Soil is potentialy affected.
The present status - * SITE CHAR & ASSESS GRANT (CERCLA 104) was reported as of 1994-12-08.
The lead agency for this site is HWMP.
Completed tasks:
1983-02-16: * Discovery. FACILITY IDENTIFIED ID
Completed tasks:
1994-12-08: Site Screening. CALSITES VALIDATION FROM LA CHAM COMM DIR 1966. MFG TOOLS, DIES & DIE SETS.
PROGRAM CONFIRMS NFA FOR DTSC.
1985-12-01: Preliminary Assessment Report. WASTE: NAPTHA,DEODORIZED KEROSENE SOURCE ACT: CO HLTH SURVEY 6/24/83-MILL & FORMING OF DIES. YR OF OPER: 1965 TO PRESENT SUBMIT TO EPA PRELIM ASSESS DONE CERCLA 104

Site: LBM PRODUCTS
Address: 10711 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status:

id: 19350164 110794 MANU - INDUSTRIAL MACHINERY & EQUIPMENT

Contaminants: OTHER PESTICIDE CONTAINERS, 30 GALLONS OR MORE, WASTE OIL & MIXED OIL, AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES > 10, AQUEOUS SOLUTION 2<PH<12.5, WITH REACTIVE ANIONS

Program: CERCLA II

Actions:
DISCOVERY - completed on 07/02/82.
SITE SCREENING - completed on 11/10/86.
SITE SCREENING - completed on 11/07/94.

(02/08/88) LACHD: 1985 FILE, NO VIOLATIONS

(02/10/88) RWQCB: QUEST SENT, HYDRAULIC WST & CUTT ING OILS GENERATED; RECYCLES OFFSITE & RETURNED TO LBM

(03/04/88) FACILITY DRIVE-BY DRUMS IN FENCED ENCLOSURE; NO WST OBSERV ABOVE GROUND.

(05/02/83) FACILITY DRIVE-BY FEW DRUMS IN REAR, VISIBLE FROM ALLEY. APPEAR TO BE LEAKING ONTO CEMENT.

(05/19/88) PRELIM ASSESS DONE FAC GERERATES SMALL AMT OF WST; FAC IS REGULATED BY CO HLTH

(06/10/91) COUNTY HEALTH SITE

(06/13/88) SUBMIT TO EPA NFA FOR EPA: FAC IS NOT AN NPL CANDIDAT BASED ON AVAILABLE INFO.

(07/02/82) FACILITY IDENTIFIED LA CHAM COMM BUS DIRECT 63-64 BEARINGS

(07/30/84) FINAL STRATEGY DROPPED FROM 3012 STUDY

(11/07/94) SITE SCREENING/FILE REVIEW CONFIRM NFA FOR DTSC.

(11/10/86) SITE SCREENING DONE RATIONALE - RECORD SEARCH REQ

CALS CALSITES - No Further Action

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within a quarter of a mile radius of the subject site.

Site: CIRCUIT BOARD ENTERPRISES
Address: 5508 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 3 - about .0 mile NW of the subject
Status:

id: 1936047105261983 36 0 0 0 0

FACILITY DRIVE-BY MEAT PRODUCTS, NO WASTE VISIBLE. RATIONALE FOR NFACILITY IDENTIFIED ID FROM PAC TEL DIR 1947. PRINTED - ETCHED CIRCUHAINES DIR 82 HAS MONARCH PROVISION AS CURRENT OCCUPANT. (03/29/83)
FA NO PROBLEM BASED ON DRIVEBY. (05/26/83)
IT BOARDS. (10/08/82)

Site: AIRMARK PLASTICS CORPORATION
Address: 5524 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 7 - about .0 mile N of the subject
Status:

id: 1937018801181983 37 0 0 0 0

FACILITY DRIVE-BY ACTIVE. NOW VALLEY RUBBISH ON SITE. NO VISIBLEFACILITY IDENTIFIED LA CHAM COMM DIRECT 63-64 MFG AIRCRAFT COMPONENT WASTE SEEN. THIS CO HAULS. AREA IS OLDER AND COMMERCIAL. RATIONALE S,PLASTIC PROD - MATLS. (08/09/82)
FOR NFA NO PROBLEM BASED ON DRIVEBY. (01/18/83)

Site: INDUSTRIAL ELECTRONIC ENGINEER
Address: 5528 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 11 - about .0 mile N of the subject
Status:

id: 1936038605041983 36 0 0 0 0 0

FACILITY DRIVE-BY NOW RAMCO METAL FORMING. NO WASTE VIS RATIONALFACILITY IDENTIFIED ID BY LOS ANGELES CHAM COMM 1963-64. ELECTRONICS. (10/15/82)
E FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/04/83)

Site: SURFACE FINISHING INC.
Address: 5427 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 14 - about .0 mile SE of the subject
Status:

id: 1934069802191988 34 0 0 0 0 0

FACILITY DRIVE-BY NO ID, UNABLE TO SEE IN OR BEHIND BLDG OLDER INDFACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1958. ENAMELING, DEGREASITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO. (02/19/88)
SER, - COATINGS. (02/24/83)
STR AREA, CLOSE TO RR TRACKS. (05/26/83)

Site: E S FIRESTONE ENGINEERING COMP
Address: 5440 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 16 - about .1 mile S of the subject
Status:

id: 1935037505041983 35 0 0 0 0 0

FACILITY DRIVE-BY NO WASTE VISIBLE. NOT AN ASP PROBLEM. RATIONALE FACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1966. MACHINE SHOP. (02HAINES DIR 82 HAS CRANKSHAFT GRINDING - FIRESTONE ENGRAVING (02/16/83)
/22/83)
FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/04/83)

Site: U.S.RADIUM CORP.
Address: 5420 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 21 - about .1 mile S of the subject
Status:

id: 1937034205041983 37 0 0 0 0 0

FACILITY DRIVE-BY SALES - RENTAL OFFICE. NO WASTE VISIBLE. RATIONAFACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1966. MFG-AIRCRAFT - MIHAINES DIR 82 SHOWS SITE OCCUPIED BY ACEY-DECEY EQUIPMENT . (02/22/83)
LE FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/04/83)
SSILE PARTS. (02/16/83)

Site: VINELAND PLATING COMPANY
Address: 5339 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 27 - about .1 mile S of the subject
Status:

id: 1934059405041983 34 0 0 0 0 0

FACILITY DRIVE-BY NOW DOLLY MFG CORP. NO ASP PROBLEM. RATIONALE FACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1969-70. (01/20/83)
FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/04/83)

Site: VITAMIN INSTITUTE
Address: 5411 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 37 - about .1 mile E of the subject
Status:

id: 1928074605021983 28 0 0 0 0 0

FACILITY DRIVE-BY SITE SET BACK FROM STREET, UNABLE TO GET CLOSE VFACILITY IDENTIFIED LA CHAM COMM DIRECT 63-64 MFR)CHEMICALS,VITAMINS (08/09/82)
IEW. DOES NOT APPEAR PAVED. (05/02/83)

Site: US BANK NATIONAL ASSOCIATION P
Address: 5542 SATSUMA AVE,5542-46
City: LOS ANGELES
Map Loc: 48 - about .1 mile NE of the subject
Status:

id: 19600002 021403 DEPOSITORY INSTITUTIONS

(02/14/03) DTSC received an SB 1248 Notification for a local oversight and site assessment by the LA County Fire Department - Site Mitigation Unit of a non-generator business that had historically been used for circuit board manufacturing.

Site: US BANK NATIONAL ASSOCIATION P
Address: 5542 SATSUMA AVE,5542-46
City: LOS ANGELES
Map Loc: 48 - about .1 mile NE of the subject
Status:

id: 19600001 021403 DEPOSITORY INSTITUTIONS

Site: RADIANT INDUSTRIES, INC
Address: 10900 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 56 - about .1 mile NE of the subject
Status:

id: 1936031605061983 36 0 0 0 0

FACILITY DRIVE-BY AUTOMOTIVE CENTER NO WASTE VISIBLE. NO ID, NO SFACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1969-70. MFG-ELECTRONIC COMPONENTS. (01/20/83)
TAINS TO PAVEMENT. RATIONALE FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/06/83)

Site: LIBRA PLASTICS, INC.
Address: 10905 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 57 - about .1 mile SE of the subject
Status:

id: 1928061905031983 28 0 0 0 0

FACILITY DRIVE-BY SITE VACANT, NEW CO, ULTRA CAM, HAS MOVED TO NFACILITY IDENTIFIED IW SURVEY QUEST 12580 (03/18/80)
QUEST RECEIVED. WASTE) WATER TOWER. LESS THAN 800 LBS OR 100 GAL PER YEAR RENDER NONHAZRDS PRIOR TO DISP (03/25/80)
EW LOCATION. NO WASTE VIS. (05/03/83)

Site: LDO ENGINEERING COMPANY, INC.
Address: 11100 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 86 - about .2 mile W of the subject
Status:

id: 1936032105041983 36 0 0 0 0 0

FACILITY DRIVE-BY NOW CINDERELLA INDSTR COMPLEX. PAVED. NO WASTEFACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1969-70. MFG ELECTRONIC COMPONENTS. (01/20/83)
VISIBLE. RATIONALE FOR NFA NO PROBLEM BASED ON DRIVEBY. (05/04/83)

Site: LYN-TRON, INC. (ASP #1)
Address: 5350 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 105 - about .2 mile E of the subject
Status:

id: 1936032005031983 36 0 0 0 0 0

FACILITY DRIVE-BY NO ID ON BLDG. NO WASTE VISIBLE. RATIONALE FOR NFACILITY IDENTIFIED ID BY LOS ANGELES CHAM COMM DIR 63-64. ELECTRONIHAINES 82) NO LONGER AT THIS SITE. (01/21/83)
CS. (10/15/82)
FA NO PROBLEM BASED ON DRIVEBY. (05/03/83)

Site: PAN PACIFIC COSMETICS, INC.

Address: 11044 MC CORMICK ST
City: NORTH HOLLYWOOD
Map Loc: 106 - about .2 mile S of the subject
Status:

id: 1928005005021983 28 0 0 0 0

ABAND IWD SURVEY - COR DISSOLVD IN 1980 (03/26/81)
FACILITY DRIVE-BY SM BUS COMPLEX, PAVED, NO WASTE VIS. SAME ADD. AFACILITY IDENTIFIED CORPORATE HEADQUARTERS LIST QUESTIONNAIRE SENT (03/09/81)
S ORIENTAL COSMETIC LAB, INC '19-28-0684. (05/02/83)

Site: ALCOA ASPHALT COMPANY
Address: 5650 FAIR AVE
City: NORTH HOLLYWOOD
Map Loc: 145 - about .3 mile NW of the subject
Status:

id: 1929025204251983 29 0 0 0 0

FACILITY IDENTIFIED LA CHAM COMM DIR 1969-70. (01/12/83)
HAINES DIR 82. APT BLDG. (04/25/83)

CORTESE State of California Office of Planning and Research

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites.

Facilities that have been reported elsewhere in this report will not be included in the listing below.

Status Codes:	WRCBT	Tank leaks. Compiled by Water Resource Control Board
	DHS1	Abandoned hazardous waste site. Compiled by Toxic Substance Control Div. of DHS
	DHS2	Contaminated public water drinking wells serving less than 200 connections. Compiled by Env. Health Div. of DHS
	DHS3	Contaminated public water drinking wells serving more than 200 connections
	DHS5	Sites pursuant to section 25356 of the Health and Safety Code (see BEP)
	CWMB	Solid waste disposal sites with known migration of hazardous waste

No listings within half of a mile radius of the subject site.

LUST Leaking Underground Storage Tanks - California State

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

This section includes tank cases located on militay installation.

Status Codes:	0	No action
	1	Leak being confirmed
	3A	Prel site assessment workplan submitted
	3B	Prel site assessment underway
	5C	Pollution characterization
	5R	Remediation plan
	7	Remedial action underway
	8	Post remedial action monitoring
	9	Case closed
	P	Case purged from agency list

This list has been researched within half of a mile radius of the subject site.

Site: FORTIN INDUSTRIES INC

Address: 5428 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 13 - about .0 mile SE of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03702555, .

SOIL

Site: WASHINGTON METAL POLISHING
Address: 5415 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 23 - about .1 mile SE of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case, 03799056, .

AQUIFER USED FOR DRINKING WATER SUPPLY

1996-05-31: CLOSURE/NO FURTHER ACTION LETTER

Site: MILLER PROFESSIONAL EQUIIPMENT
Address: 10816 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 88 - about .2 mile NE of the subject
Status: ASSM - Site Assessment

The aquifer is potentially impacted. The case, 03799049, .

AQUIFER USED FOR DRINKING WATER SUPPLY

2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: OMNIPRESS, INC.
Address: 10736 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 127 - about .3 mile NE of the subject
Status: ASSM - Site Assessment

The aquifer is potentially impacted. The case, 03799058, .

AQUIFER USED FOR DRINKING WATER SUPPLY

2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: M & R PLATING CORPORATION
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: ASSM - Site Assessment

The aquifer is potentially impacted. The case, 03799043, .

AQUIFER USED FOR DRINKING WATER SUPPLY

2000-11-09: STAFF LETTER
2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: CALIFORNIA FEDERAL BANK
Address: 11307 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 156 - about .4 mile W of the subject
Status: - -

Site: CALIFORNIA FEDERAL BANK
Address: 11307 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 156 - about .4 mile W of the subject

Status: REM - Remedial Action

The case, 43706704, is managed by the Regional Water Quality Board.

SOIL, SOIL VAPOR

BUILDING WAS DEMOLISHED IN 2006 AND THE PROPERTY IS CURRENTLY VACANT AND UNPAVED. THE SITE WILL BE A PART OF A LARGER COMMERCIAL DEVELOPMENT THAT IS BEING PLANNED AROUND THE METRO TRANSPORTATION CENTER, NEAR LANKERSHIM BOULEVARD IN NORTH HOLLYWOOD. THE DEVELOPMENT PLAN INCLUDES: A) REMOVAL OF AT LEAST THE UPPER 20 FEET OF IMPACTED SOIL ACROSS THE SITE AND ADJACENT PROPERTIES, FOLLOWED BY B) THE CONSTRUCTION OF TWO LEVELS OF UNDERGROUND PARKING. BASED ON THE INFORMATION PRESENT IN OUR FILES, THE SITE WAS FORMERLY OCCUPIED BY A COMMERCIAL LAUNDRY SERVICE THAT OPERATED IN A ONE-STORY BUILDING, FROM AT LEAST 1948 TO 1988. PRIOR USAGE OF THE SINGLE, ONE-STORY BUILDING BEFORE 1948 HAS NOT BEEN DETERMINED. HAZARDOUS MATERIAL RECORDS FOR THE SITE INDICATED THE PRIOR USE OF CHLORINATED SOLVENTS TO CLEAN INDUSTRIAL CLOTHING THAT REQUIRED GREASE REMOVAL. THE SITE WAS OCCUPIED BY ROYAL AUTO CENTER, AN AUTOMOTIVE REPAIR BUSINESS, WHICH ALSO RENTED U-HAUL EQUIPMENT, FROM 1991 UNTIL AT LEAST 1998. THE INTERIOR OF THE BUILDING ALSO SERVED AS AN AUTO BODY SHOP. SOLVENTS, PAINTS AND CHEMICAL WASTES GENERATED FROM THE AUTO BODY REPAIR PROCESS WERE STORED ONSITE. A FOUR-STAGE CLARIFIER, INSTALLED IN 1990, WAS FORMERLY LOCATED INSIDE THE SITE BUILDING. THIS CLARIFIER WAS REMOVED IN JUNE 2001, IN ACCORDANCE WITH THE CITY OF LOS ANGELES GUIDELINES. SOIL AND SOIL VAPOR INVESTIGATIONS HAVE BEEN PERFORMED SITE-WIDE FROM MARCH 2000 UNTIL JULY 2008 UNDER THE OVERSIGHT OF THE REGIONAL BOARD. VOCS HAVE BEEN DETECTED IN SOIL AND SOIL VAPOR SAMPLES DURING THESE INVESTIGATIONS. PERCHLOROETHYLENE (PCE) WAS THE ONLY ANALYTE DETECTED CONSISTENTLY IN BOTH SOIL AND SOIL VAPOR SAMPLES, AT CONCENTRATIONS AS HIGH AS 270 MICROGRAMS PER LITER (ㅐG/L) IN SOIL VAPOR AND 9,600 MICROGRAMS PER KILOGRAM (ㅐG/KG) IN SOIL SAMPLES. THE GREATEST PCE CONCENTRATIONS IN SOILS WERE DETECTED AT DEPTHS OF 5 FEET, AND CONCENTRATIONS DECREASED WITH DEPTH. GROUNDWATER OCCURS AT AN AVERAGE DEPTH OF 155 FEET BGS AND HAS NOT BEEN IMPACTED.

2008-08-20: NOTICE TO COMPLY
2008-08-28: STAFF LETTER
2008-11-10: 13308 TIME SCHEDULE ORDER
2010-03-30: SOIL VAPOR EXTRACTION (SVE)
2016-02-03: TECHNICAL MEMOS
2016-10-11: STAFF LETTER

Site: UNOCAL #0886
Address: 5166 LANKERSHIM BLVD
City: LOS ANGELES
Map Loc: 157 - about .4 mile SW of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03702553, .

SOIL

Site: TUJUNGA CAR WASH
Address: 5553 TUJUNGA AVE
City: NORTH HOLLYWOOD
Map Loc: 159 - about .5 mile W of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03702550, .

SOIL

SWIS Solid Waste Information System

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. Active solid waste disposal sites, Inactive or Closed solid waste disposal sites and Transfer facilities.

Site: NORTH HOLLYWOOD - STUDIO CITY
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD (IN LO
Map Loc: 69 - about .2 mile SE of the subject
Status:

id: 19-AA-0809

Unit: 01
Activity: MEDIUM VOLUME TRANSFER/PROC FAC
Status: ACTIVE (Operational)
PERMITTED (Regulatory)
Inspection: MONTHLY

Waste: MIXED MUNICIPAL

Permit Date: PERMITDATE
Capacity: 2151 TONS/YEAR
Operator: CITY OF LOS ANGELES BUR OF STREET MAINT
600 SOUTH SPRING STREET, SUITE 1200
LOS ANGELES CA
213-4855630
Owner: CITY OF LOS ANGELES BUR OF STREET MAINT
600 SOUTH SPRING STREET, SUITE 1200
LOS ANGELES CA
213-4855630

WIP Well Investigation Program

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water.

No listings within 1 mile radius of the subject site.

WQ Drinking Water Program

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements. In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

Below, the latest and maximum analysis of contaminants are reported (only positive reading are included). MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level. Additional information is available upon request.

No listings within half of a mile radius of the subject site.

REGIONAL SOURCES

NT Toxic Releases

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

This list has been researched within half of a mile radius of the subject site.

Site: CALTRANS STATION NO. 7
Address: 5421 VINELAND AVE

City: NORTH HOLLYWOOD
Map Loc: 20 - about .1 mile S of the subject
Status: CLSD - Case Closed

id: SL603799062 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2000-11-09: STAFF LETTER
2001-03-09: NOTICE OF VIOLATION
2003-12-23: CLOSURE/NO FURTHER ACTIO2N LETTER

Site: WASHINGTON METAL POLISHING
Address: 5415 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 23 - about .1 mile SE of the subject
Status: CLSD - Case Closed

id: SL603799056 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

1992-06-08:
1996-05-31: CLOSURE/NO FURTHER ACTION LETTER

Site: EZEE MANUFACTURING CO.
Address: 5339 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 27 - about .1 mile S of the subject
Status: ASSM - Site Assessment

id: T10000006138

00059 RES1METAL COATING OPERATION SINCE 1980S, HAD PERMITS FOR SPRAY BOOTH PAINT AND SOLVENTS.

1 2014-09-18: 13267 REQUIREMENT
2014-11-18: SITE INVESTIGATION
2015-01-12: 13267 REQUIREMENT
2015-03-12: PHASE I ASSESSMENT REPORT
2015-11-24: 13267 REQUIREMENT
2016-01-25: SITE INVESTIGAT3ION WORKPLAN
2016-01-25: SITE INVESTIGATION WORKPLAN
2016-03-01: 13267 REQUIREMENT
2016-05-024: SITE INVESTIGATION

Site: MILLER PROFESSIONAL EQUIIPMENT
Address: 10816 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 88 - about .2 mile NE of the subject
Status: CLSD - Case Closed

id: SL603799049 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: OMNIPRESS, INC.
Address: 10736 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 127 - about .3 mile NE of the subject
Status: CLSD - Case Closed

id: SL603799058 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: M & R PLATING CORPORATION
Address: 10939 MAGNOLIA BLVD

City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: CLSD - Case Closed

id: SL603799043 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2000-11-09: STAFF LETTER
2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: CALIFORNIA FEDERAL BANK
Address: 11307 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 156 - about .4 mile W of the subject
Status: NRA

id: SL603792680

Site: CALIFORNIA FEDERAL BANK
Address: 11307 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 156 - about .4 mile W of the subject
Status: ASSM - Site Assessment

id: SLT43706704

00059 REO1SOIL, SOIL VAPOR

2 BUILDING WAS DEMOLISHED IN 2006 AND THE PROPERTY IS CURRENTLY VACANT AND UNPAVED. THE SITE WILL BE A PART O3F A LARGER COMMERCIAL DEVELOPMENT THAT IS BEING PLANNED AROUND THE METRO TRANSPORTATION CENTER, NEAR LANKERS4HIM BOULEVARD IN NORTH HOLLYWOOD. THE DEVELOPMENT PLAN INCLUDES: A) REMOVAL OF AT LEAST THE UPPER 20 FEET OF5 IMPACTED SOIL ACROSS THE SITE AND ADJACENT PROPERTIES, FOLLOWED BY B) THE CONSTRUCTION OF TWO LEVELS OF UND6ERGROUND PARKING. BASED ON THE INFORMATION PRESENT IN OUR FILES, THE SITE WAS FORMERLY OCCUPIED BY A COMM7ERCIAL LAUNDRY SERVICE THAT OPERATED IN A ONE-STORY BUILDING, FROM AT LEAST 1948 TO 1988. PRIOR USAGE OF THE8 SINGLE, ONE-STORY BUILDING BEFORE 1948 HAS NOT BEEN DETERMINED. HAZARDOUS MATERIAL RECORDS FOR THE SITE IND9ICATED THE PRIOR USE OF CHLORINATED SOLVENTS TO CLEAN INDUSTRIAL CLOTHING THAT REQUIRED GREASE REMOVAL. THE 0SITE WAS OCCUPIED BY ROYAL AUTO CENTER, AN AUTOMOTIVE REPAIR BUSINESS, WHICH ALSO RENTED U-HAUL EQUIPMENT, F1ROM 1991 UNTIL AT LEAST 1998. THE INTERIOR OF THE BUILDING ALSO SERVED AS AN AUTO BODY SHOP. SOLVENTS, PAINT2S AND CHEMICAL WASTES GENERATED FROM THE AUTO BODY REPAIR PROCESS WERE STORED ONSITE. A FOUR-STAGE CLARIFIER3, INSTALLED IN 1990, WAS FORMERLY LOCATED INSIDE THE SITE BUILDING. THIS CLARIFIER WAS REMOVED IN JUNE 2001,4 IN ACCORDANCE WITH THE CITY OF LOS ANGELES GUIDELINES. SOIL AND SOIL VAPOR INVESTIGATIONS HAVE BEEN PER5FORMED SITE-WIDE FROM MARCH 2000 UNTIL JULY 2008 UNDER THE OVERSIGHT OF THE REGIONAL BOARD. VOCS HAVE BEEN D6ETECTED IN SOIL AND SOIL VAPOR SAMPLES DURING THESE INVESTIGATIONS. PERCHLOROETHYLENE (PCE) WAS THE ONLY ANA7LYTE DETECTED CONSISTENTLY IN BOTH SOIL AND SOIL VAPOR SAMPLES, AT CONCENTRATIONS AS HIGH AS 270 MICROGRAMS 8PER LITER (ㅐG/L) IN SOIL VAPOR AND 9,600 MICROGRAMS PER KILOGRAM (ㅐG/KG) IN SOIL SAMPLES. THE GREATEST PCE C9ONCENTRATIONS IN SOILS WERE DETECTED AT DEPTHS OF 5 FEET, AND CONCENTRATIONS DECREASED WITH DEPTH. GROUNDWAT0ER OCCURS AT AN AVERAGE DEPTH OF 155 FEET BGS AND HAS NOT BEEN IMPACTED.

2008-08-20: NOTICE TO COMPLY
2008-08-28: STAFF LETTER
2008-11-10: 13308 TIME SCHEDULE ORDER
2010-03-30: SOIL VAPOR EXTRACTION (SVE)
2016-02-03: TECHNICAL MEMOS
2016-10-11: STAFF LETTER

Site: CALIFORNIA FEDERAL BANK
Address: 11307 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 156 - about .4 mile W of the subject
Status: NRA

id: 4-1074 , substance: VOCS

Site: PRINTERS INC.

Address: 5716 CAHUENGA BLVD
City: NORTH HOLLYWOOD
Map Loc: 160 - about .5 mile NE of the subject
Status: CLSD - Case Closed

id: SL603799061 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2000-11-09: STAFF LETTER
2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

Site: K-LINE PRINTERS
Address: 10514 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 161 - about .5 mile E of the subject
Status: CLSD - Case Closed

id: SL603799059 , substance: VOC

000 A1AQUIFER USED FOR DRINKING WATER SUPPLY

2003-12-23: CLOSURE/NO FURTHER ACTION LETTER

TPC Toxic Pits

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually, in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have been created for surface impoundment that receive mining wastes.

No listings within 1 mile radius of the subject site.

SWAT Solid Waste Assessment Test - Regional

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated.

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority.

No listings within 1 mile radius of the subject site.

OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past.

RCRA-G Resource Conservation and Recovery Information System - Generators

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely hazardous waste (or 1 kg/mo of acutely hazardous waste).
S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste.
T - Transporter.

This list has been researched within a quarter of a mile radius of the subject site.

Site: ARCHERS VINELAND SERVICE
Address: 5444 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 1 - the subject site
Status: S - Small Generator

Permit id#: CAD983599259

Acknowledge date 07/16/1992.

Site: EAST VALLEY HIGH SCHOOL 1 B
Address: 5525 VINELAND AVE
City: N HOLLYWOOD
Map Loc: 8 - about .0 mile N of the subject
Status: S - Small Generator

Permit id#: CAR000140152

Site: RAMCO METAL FORMING INC
Address: 5528 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 11 - about .0 mile N of the subject
Status:

Permit id#: CAD008388803

Site: FORTIN INDUSTRIES
Address: 5428 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 13 - about .1 mile SE of the subject
Status: L - Large Generator

Permit id#: CAT080013311

Acknowledge date 03/31/1991.

Site: C L T PROPERTIES L L C
Address: 5521 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 15 - about .0 mile NE of the subject
Status: S - Small Generator

Permit id#: CAR000098319

Site: CRANKSHAFT GRINDING CO
Address: 5440 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 16 - about .0 mile SW of the subject
Status:

Permit id#: CAD981979032

Acknowledge date 03/31/1991.

Site: HERTZ EQUIPMENT RENTALS
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .0 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD983595604

Acknowledge date 01/12/1993.

Site: MAGNOLIA ELECTRIC MTRS CO, INC
Address: 5535 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 18 - about .0 mile NW of the subject
Status:

Permit id#: CAD045232469

Site: CALTRANS EQUIPMENT SHOP 7
Address: 5421 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 20 - about .0 mile S of the subject
Status: L - Large Generator

Permit id#: CAD981458896

Acknowledge date 03/31/1991.

Site: REEL SET
Address: 5410 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 22 - about .0 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982041923

Acknowledge date 03/31/1991.

Site: JACK'S AUTO BODY
Address: 5560 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 24 - about .1 mile N of the subject
Status: S - Small Generator

Permit id#: CAD981416472

Acknowledge date 03/31/1991.

Site: CANNON ENGINEERING INC
Address: 10921 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 35 - about .1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983669227

Acknowledge date 07/08/1993.

Site: FILM TREAT WEST CORP
Address: 5537 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 36 - about .1 mile E of the subject
Status: S - Small Generator

Permit id#: CAD981685985

Acknowledge date 03/31/1991.

Site: IRMA JABALI TIFFANY DESIGNS
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .2 mile SE of the subject
Status:

Permit id#: CAD981568587

Site: ACCURATE ENGINEERING CORP
Address: 5542 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 48 - about .1 mile NE of the subject
Status:

Permit id#: CAD062065438

Acknowledge date 03/31/1991.
Activities at this facility include:
On 09/27/2006 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 09/27/2006 of RCRA regulations.

Site: GNS GERMAN FOREIGN CAR
Address: 10903 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 54 - about .1 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD982407363

Acknowledge date 07/16/1992.

Site: TRE AUTOMOTIVE
Address: 11046 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 55 - about .1 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD982050866

Acknowledge date 03/31/1991.

Site: ISRAEL ALGAZY
Address: 10749 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 59 - about .3 mile E of the subject
Status: S - Small Generator

Permit id#: CAD981162506

Acknowledge date 03/31/1991.

Site: MARCOS MOTORS
Address: 10860 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 60 - about .1 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD982410391

Acknowledge date 03/31/1991.

Site: MIKES AUTO REPAIR
Address: 11062 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 61 - about .1 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982372070

Acknowledge date 03/31/1991.

Site: CHUCK'S TIRE
Address: 11062 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 61 - about .1 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982410367

Acknowledge date 03/31/1991.

Site: CALIFORNIA ART PRODS. CO.
Address: 11111 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 66 - about .2 mile SW of the subject
Status: S - Small Generator

Permit id#: CAR000063875

Acknowledge date 01/06/2000.

Site: LA N HOLLYWOOD DIST
Address: 10801 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 67 - about .2 mile SE of the subject
Status:

Permit id#: CAD981576374

Site: NORTH HOLLYWOOD ST MAINT YARD
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 69 - about .2 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD982486698

Acknowledge date 03/31/1991.

Site: S.S. GRAND AUTO ELECTRIC
Address: 10837 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 70 - about .2 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD982321408

Acknowledge date 03/31/1991.

Site: CROWN AUTO AIR
Address: 1102 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 71 - about .2 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982410375

Acknowledge date 03/31/1991.

Site: CHANDLER CLEANERS
Address: 11123 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 85 - about .2 mile SW of the subject
Status:

Permit id#: CAD981981962

Site: ARTE DE MEXICO CONTRACT DIV
Address: 5505 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 89 - about .2 mile E of the subject
Status: S - Small Generator

Permit id#: CAD982486888

Acknowledge date 07/11/1996.

Site: SOCALGAS NORTH HOLLYWOOD
Address: 11150 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 95 - about .2 mile W of the subject
Status: S - Small Generator

Permit id#: CAD981422512

Acknowledge date 09/23/1999.

Site: A & M AUTOMOTIVE
Address: 5254 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 96 - about .2 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982509846

Acknowledge date 03/31/1991.

Site: MAGNASYNC MOVIOLA CORP
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile E of the subject
Status:

Permit id#: CAD981372063

Acknowledge date 03/31/1991.

Site: GANGI STUDIOS INC
Address: 5265 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 99 - about .2 mile S of the subject
Status: S - Small Generator

Permit id#: CAD054861174

Acknowledge date 03/31/1991.
Activities at this facility include:
On 11/05/1992 a compliance evaluation inspection on-site was performed by a State contractor. A violation was discovered on 11/05/1992 of FR - 262.10-12.A by the State.
On 03/09/1993 a compliance evaluation inspection on-site was performed by a State contractor.

Site: ARTE DE MEXICO
Address: 5356 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 103 - about .2 mile E of the subject
Status: S - Small Generator

Permit id#: CAR000013649

Acknowledge date 07/11/1996.

Site: GUARDIAN AUTO CTR INC
Address: 11155 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 114 - about .2 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD983617606

Acknowledge date 07/16/1992.

Site: MASES AUTOMOTIVE
Address: 5228 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 124 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982357873

Acknowledge date 03/31/1991.

Site: H&H PRINTING
Address: 10736 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 127 - about .3 mile E of the subject
Status: S - Small Generator

Permit id#: CAD008483091

Acknowledge date 03/31/1991.

Site: L&M PRODUCTS
Address: 10711 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status:

Permit id#: CAD982027088

Site: M&R PLATING CORPORATION
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD000626523

Acknowledge date 03/31/1991.
Activities at this facility include:
On 11/04/1992 a compliance evaluation inspection on-site was performed by a State contractor. A violation was discovered on 11/04/1992 of RCRA regulations by the State.
On 11/07/2006 a compliance evaluation inspection on-site was performed by the State.
On 06/04/2009 a compliance evaluation inspection on-site was performed by the State.

Site: WALGREENS #9491
Address: 10955 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 141 - about .3 mile S of the subject
Status: E - Conditionally Exempt SQG

Permit id#: CAL000324961

Site: CENTURY PRECISION OPTICS
Address: 10713 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 144 - about .3 mile E of the subject
Status:

Permit id#: CAR000012021

Acknowledge date 09/01/1999.

SARA **SARA Title III,section 313 (TRIS)**

Title III of the Superfund Amendments and Reauthorization Act,Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification(SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS).

Below summary information for the last five year period is reported grouping the releases into air, water, underground injection, land, public offsite treatment (potw) and transportation offsite.

This list has been researched within a quarter of a mile radius of the subject site.

Site: FORTIN INDUSTRIES
Address: 5428 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 13 - about .1 mile SE of the subject
Status:
air: 1835102823 water: 977553696 inj: 909195552 land: 1380331824 potw: 894324308 tran: 1127756340

Site: CALIFORNIA ART PRODS. CO.
Address: 11111 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 66 - about .2 mile SW of the subject
Status:
air: 1835102823 water: 977553696 inj: 909195552 land: 1279471920 potw: 827216454 tran: 825307441

Site: H&H PRINTING
Address: 10736 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 127 - about .3 mile E of the subject
Status:
air: 1835102823 water: 977553696 inj: 909195552 land: 1313681712 potw: 827544144 tran: 909326128

NC **Nuclear Regulatory Commission Licensees**

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material.

No listings within a quarter of a mile radius of the subject site.

PCB **PCB Waste Handlers Database**

The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. x

No listings within 1 mile radius of the subject site.

PCS **Permit Compliance System**

PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.

This list has been researched within a quarter of a mile radius of the subject site.

Site: TOSCANELLA INC
Address: 5547 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 26 - about .1 mile NE of the subject
Status:

Permit id#: 110070088095

04Program ID: CAZ189571
05Program ID: CAZ189571

Site: SOLAR ELECTRONICS COMPANY
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject
Status:

Permit id#: 110070095447

03Program ID: CAZ463479
04Program ID: CAZ463479

Site: CAL JUN INC
Address: 5340 HARMONY AVE
City: NORTH HOLLYWOOD
Map Loc: 98 - about .2 mile SE of the subject
Status:

Permit id#: 110070091913

37Program ID: CAZ428134
38Program ID: CAZ428134

Site: CAL-JUNE INC.
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status:

Permit id#: 110057543092

39Program ID: CAZ323080
40Program ID: CAZ323080

Site: TECHNICOLOR, INC
Address:
City: NORTH HOLLYWOOD
Map Loc: 108 - about .2 mile SE of the subject
Status:

Permit id#: CA0002895

Site: LBM PRODUCTS INC
Address: 10711 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status:

Permit id#: 110070090370

46Program ID: CAZ324581
01-JUL-2015 00:00:00: ORIGINAL P47ERMIT ISSUE DATE
48Program ID: CAZ324581
01-JUL-2015 00:00:00: ORIGINAL P49ERMIT ISSUE DATE

AFS AIRS Facility System

AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone.

AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aeromatic Data (SAROAD).

This list has been researched within a quarter of a mile radius of the subject site.

Site: FORTIN INDUSTRIES
Address: 5428 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 13 - about .1 mile SE of the subject
Status:
Permit id#: CAT080013311

Site: GANGI STUDIOS INC
Address: 5265 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 99 - about .2 mile S of the subject
Status:
Permit id#: CAD054861174

Site: CAL-JUNE INC.
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .3 mile S of the subject
Status:
Permit id#: CAD983570482

PE Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.

No listings within a quarter of a mile radius of the subject site.

FIFRA FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).

No listings within a quarter of a mile radius of the subject site.

FFIS Federal Facilities Information System (FFIS)

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies.

No listings within a quarter of a mile radius of the subject site.

CICIS Chemicals in Commerce Information System (CICIS)

Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.

No listings within a quarter of a mile radius of the subject site.

FINDS FINDS EPA Facility Index System

The U.S. Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.

Facilities that have been reported elsewhere in this report will not be listed under this category.

This list has been researched within a quarter of a mile radius of the subject site.

Site: CAL-JUNE INC
Address: 5340 HARMONY AVE
City: NORTH HOLLYWOOD
Map Loc: 98 - about .2 mile SE of the subject
Status:
Permit id#: 110002424877

HWIS Hazardous Waste Information System

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Status Codes: EPA Facility Permit Number
CAL - State permanent number
CAC - State provisional or emergency number
CAH - State prov or perm number for household hazardous waste collections
CAI - State permanent number for exotic pest detection
CAS - State permanent number issued by county for emergency response
CAE - State prov number for hazardous waste removal caused by natural disasters
CAX - State permanent or provisional number issued prior to 1987. No longer used.
CLU - State permanent number issued by county for clandestine lab cleanup
CAR - Federal permanent number
CA - Federal permanent number
CAD - Federal permanent or provisional number. State provisional before 1988.
CAT - Federal permanent number
CAP - Federal provisional or emergency number

This list has been researched within a quarter of a mile radius of the subject site.

Site: ZIO STUDIO RENTALS
Address: 5444 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 1 - the subject site

Status: EPA ID#: CAC002800968

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton												.4

Site: ARCHERS VINELAND SERVICE
Address: 5444 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 1 - the subject site
Status: EPA ID#: CAD983599259

Site: ELINOR FAYE
Address: 5508 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 3 - about .0 mile NW of the subject
Status: EPA ID#: CAC000703696

Site: TRIPLE NEON CO
Address: 11015 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 4 - about .0 mile W of the subject
Status: EPA ID#: CAC002556572

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton						1.66						

Site: ALBERT BOUZAGLOW
Address: 5518 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 5 - about .0 mile NW of the subject
Status: EPA ID#: CAC001148832

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton			2.5									

Site: JACK'S AUTOBODY
Address: 5522 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 6 - about .0 mile NW of the subject
Status: EPA ID#: CAL000027016

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton						.12						
Asbestos containing waste	ton												9.2
Oxygenated solvents	ton					1.36							
Hydrocarbon solvents	ton												.08
Unspecified solvent mixture	ton	.44		.23	.44	3.74	3.3	1.07					
Waste oil and mixed oil	ton					.22	.44					.21	
Unspec organic liquid mixture	ton								.18	.19		.15	

Site: EAST VALLEY HIGH SCHOOL 1 B
Address: 5525 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 8 - about .0 mile N of the subject
Status: EPA ID#: CAR000140152

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton									1.28			
Asbestos containing waste	ton						25.44	67.42		.4			
Inorganic solid waste	ton						46.39	.01		.08			
Unspecified solvent mixture	ton						.03						
Waste oil and mixed oil	ton	.32					40.96	.12					
Unspec oil cont waste	ton									19.6			
Pesticides waste	ton												
Polychlorinated biphenyls	ton						.14	.25					
Off-spec, aged or surplus org	ton						.25	.13		.39			

Unspec organic liquid mixture	ton						.7					
Other organic solids	ton						17.27			8.43		
Contaminated soil	ton						121		80.24	1338		
Liq with mercury > 20 mg/l	ton											

Site: ARTCRAFTERS CABINETS INC
Address: 5446 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 9 - about .0 mile E of the subject
Status: EPA ID#: CAL000059475

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton			.21									
Unspecified solvent mixture	ton	.83	.65	.21	1.25	.16	1.23	1.28	.9	.4	.8	1.4	.8

Site: JAMES INGLESES
Address: 5440 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 10 - about .0 mile SE of the subject
Status: EPA ID#: CAC000672720

Site: RAMCO METAL FORMING INC
Address: 5528 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 11 - about .0 mile N of the subject
Status: EPA ID#: CAD008388803

Site: G2 GRAPHIC SERVICE INC
Address: 5510 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 12 - about .0 mile NE of the subject
Status: EPA ID#: CAL000144873

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues<10%	ton						1.62	4.32	1.37	1.2	.94	.23	
Unspecified aqeous solution	ton					13.73	13.26	8.7	1.58	1.13	3.4		
Waste oil and mixed oil	ton					.9		.12	.2	.42			
Unspec organic liquid mixture	ton							.68	1.13	.73	1.04	2.49	3.91
Other organic solids	ton								.75				
Photochemical waste	ton			.35	.17	.5							
Liq with hal org>1g/l	ton					1.12	.63						

Site: FORTIN LAMINATING CORPORATION
Address: 5428 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 13 - about .0 mile SE of the subject
Status: EPA ID#: CAT080013311

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Asbestos containing waste	ton	.77	27.81										
Inorganic solid waste	ton	.07											
Halogenated solvents	ton	.22											
Oxygenated solvents	ton	143	2.5										
Hydrocarbon solvents	ton		.21										
Unspecified solvent mixture	ton		2.5										
Waste oil and mixed oil	ton	.63											
Off-spec, aged or surplus org	ton	.38											
Other organic solids	ton	1.33	.25										
Empty non-pesticide cont>30 gal	ton	3.06	.02										
Lab waste chemicals	ton		.13										

Site: C L T PROPERTIES LLC
Address: 5521 CLEON AVE
City: N HOLLYWOOD
Map Loc: 15 - about .0 mile NE of the subject
Status: EPA ID#: CAR000098319

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton					71.63							

Site: CLT PROPERTIES LLC
Address: 5521 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 15 - about .0 mile NE of the subject
Status: EPA ID#: CAC002257601

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton					3.33							

Site: CRANKSHAFT GRINDING CO
Address: 5440 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 16 - about .1 mile S of the subject
Status: EPA ID#: CAD981979032

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton	1.27											
Unspec oil cont waste	ton					2.14							

Site: HERTZ EQUIPMENT RENTAL
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .1 mile N of the subject
Status: EPA ID#: CAD983595604

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with metals>restr levels	ton					.22							
Aq sol with org residues<10%	ton				1.42	1.88	.63						
Unspecified aqeous solution	ton								.2				
Hydrocarbon solvents	ton					.22							
Unspecified solvent mixture	ton		.05	.43	.12		.66		.22				
Waste oil and mixed oil	ton	2.08				.41				1.15			
Oil/water sludge	ton		7.4	10.42		13.31	21.54	29.73	12.41			10.84	6.26
Unspec oil cont waste	ton		.15										
Off-spec, aged or surplus org	ton							1.68	.05	.2	1.12	.05	
Unspec organic liquid mixture	ton										.02	.14	
Other organic solids	ton						.6	.7	.15	.15			.15
Empty containers<30 gal	ton			.08	.04	.22	.1						

Site: NICK'S AUTO WRECKING
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .1 mile N of the subject
Status: EPA ID#: CAL000012242

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton	3.75											

Site: MAGNOLIA ELECTRIC MTRS CO, INC
Address: 5535 VINELAND AVE
City: NO HOLLYWOOD
Map Loc: 18 - about .1 mile N of the subject
Status: EPA ID#: CAD045232469

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton				.23								
Unspec organic liquid mixture	ton				.46	.22							
Liq with pH<2 & restr metals	ton					.45							

Site: MAGNOLIA ELECTRIC MOTORS
Address: 5535 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 18 - about .1 mile N of the subject
Status: EPA ID#: CAP999001059

Site: REMCO TAPE PRODUCTS CO
Address: 5547 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 19 - about .1 mile N of the subject
Status: EPA ID#: CAC000283425

Site: CALTRANS EQUIPMENT SHOP 7
Address: 5421 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 20 - about .1 mile S of the subject
Status: EPA ID#: CAD981458896

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with metals>restr levels	ton	16.68											
Aq sol with org residues<10%	ton				8.25	24.55	36.79	25.08	.02				
Aq sol with org residues<10%	ton								.07				
Aq sol with org residues<10%	ton								.1				
Aq sol with org residues<10%	ton								.12				
Aq sol with org residues<10%	ton								.12				
Aq sol with org residues<10%	ton								.14				
Aq sol with org residues<10%	ton								.14				
Aq sol with org residues<10%	ton								.15				
Aq sol with org residues<10%	ton								.25				
Aq sol with org residues<10%	ton								.5				
Aq sol with org residues<10%	ton								.58				
Aq sol with org residues<10%	ton								.75				
Aq sol with org residues<10%	ton								.75				
Aq sol with org residues<10%	ton								.83				
Aq sol with org residues<10%	ton								1.04				
Unspecified aqeous solution	ton					.48							
Off-spec,aged/surplus inorg	ton												
Inorganic solid waste	ton												
Oxygenated solvents	ton								.1				
Hydrocarbon solvents	ton		.94	7.64	5.11								
Waste oil and mixed oil	ton	7.5	2.08			.67		3.87	.3				
Oil/water sludge	ton					11.67	12.5						
Unspec oil cont waste	ton		11.68										
Tank Bottom waste	ton			5.21	8.34	8.75							
Off-spec, aged or surplus org	ton					.69			.02				
Off-spec, aged or surplus org	ton								.04				
Unspec organic liquid mixture	ton	1.34	41.69	18.79	4.98	3.53	.62		.01				
Unspec organic liquid mixture	ton								1.46				
Other organic solids	ton	.02				.99			.1				
Other organic solids	ton								.3				
Unspecified sludge	ton					2.91							
Contaminated soil	ton					.4							
Liq with hal org>1g/l	ton	5.17	25.75	3.45	2.05	.07							

Site: GKB VINELAND LLC AND GOODMAN
Address: 5420 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 21 - about .0 mile SW of the subject
Status: EPA ID#: CAC002797316

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton												.21

Site: REEL SET
Address: 5410 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 22 - about .1 mile S of the subject
Status: EPA ID#: CAD982041923

Site: N WASHINGTON METAL POLISHING
Address: 5415 CLEON AVE
City: NORTH HOLLYWOOD
Map Loc: 23 - about .1 mile SE of the subject
Status: EPA ID#: CAL000037424

Site: JACK'S AUTO BODY
Address: 5560 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 24 - about .1 mile N of the subject
Status: EPA ID#: CAX000235101

Site: STEVE LYSZZEK
Address: 5339 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 27 - about .1 mile S of the subject
Status: EPA ID#: CAC002134777

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				.83								
Empty non-pesticide cont>30 gal	ton				1								

Site: PNS BIG LOTS #4286
Address: 5321 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 28 - about .1 mile S of the subject
Status: EPA ID#: CAL000391128

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton												
Unspecified aqeous solution	ton												
Off-spec,aged/surplus inorg	ton												.01
Inorganic solid waste	ton												
Off-spec, aged or surplus org	ton												.01

Site: NORTH'S BAKERY
Address: 5430 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 29 - about .1 mile E of the subject
Status: EPA ID#: CAC002136745

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton				3.21								

Site: FAST & FURIOUS TOKYO LLC # 023
Address: 5446 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 30 - about .1 mile E of the subject
Status: EPA ID#: CAC002599672

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton								.22				
Latex waste	ton								.22				
Other organic solids	ton								.1				

Site: SUNBELT PROPERTIES
Address: 5446 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 30 - about .1 mile E of the subject
Status: EPA ID#: CAC000888192

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton		.15										
Paint sludge	ton		.69										

Site: FAST & FIRIOUS TOKEYO
Address: 5446 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 30 - about .1 mile E of the subject
Status: EPA ID#: CAC002595495

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15

	Latex waste	ton									.22			

Site: 5427 SATSUMA PARTNERS
Address: 5427 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 33 - about .1 mile E of the subject
Status: EPA ID#: CAP601252187

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton			1.18									
Empty non-pesticide cont>30 gal	ton			.2									

Site: MAD TV
Address: 10922 BURBANK BLVD
City: STUDIO CITY
Map Loc: 34 - about .1 mile NE of the subject
Status: EPA ID#: CAC002638205

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Latex waste	ton									.35			

Site: CANNON ENGINEERING INC
Address: 10921 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 35 - about .1 mile SE of the subject
Status: EPA ID#: CAD983669227

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues<10%	ton				.46	.83							

Site: FILM TREAT WEST CORP
Address: 5537 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 36 - about .1 mile NE of the subject
Status: EPA ID#: CAD981685985

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Halogenated solvents	ton	8.43											
Liq with hal org>1g/l	ton	4.11	4.07										

Site: IRMA JABALI TIFFANY DESIGNS
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject
Status: EPA ID#: CAD981568587

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Liquids with pH<2	ton	2.5											

Site: TIFFANY DESIGNS
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject
Status: EPA ID#: CAC000233313

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Liquids with pH<2	ton	3.75											

Site: BEMAC CO.
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject
Status: EPA ID#: CAX000025197

Site: SOLAR ELECTRONICS COMPANY
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject

Status: EPA ID#: CAC002731934

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton											.15	

Site: RL SPEAR COMPANY
Address: 5510 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 39 - about .1 mile NE of the subject
Status: EPA ID#: CAC000670496

Site: MICROTRON
Address: 5514 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 40 - about .1 mile NE of the subject
Status: EPA ID#: CAX000106302

Site: QUALITY FOODS TRULY YOURS CATE
Address: 10940 BURBANK BLVD
City: N HOLLYWOOD
Map Loc: 42 - about .1 mile N of the subject
Status: EPA ID#: CAC002582556

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton							.2					

Site: FELTS WILLIAM W
Address: 5312 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 43 - about .1 mile S of the subject
Status: EPA ID#: CAC000075765

Site: UNIVERSAL STARS AUTO BODY
Address: 10849 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 44 - about .1 mile SE of the subject
Status: EPA ID#: CAL000326114

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton									.13			

Site: GLADYS Z LEON DENTISTRY
Address: 11009 BURBANK BLVD
City: HOLLYWOOD
Map Loc: 45 - about .1 mile N of the subject
Status: EPA ID#: CAL000177666

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton												
Oxygenated solvents	ton	.32											
Unspec organic liquid mixture	ton												
Liq with mercury > 20 mg/l	ton												

Site: LINTAS CAMPBELL EWALD
Address: 11024 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 46 - about .1 mile SW of the subject
Status: EPA ID#: CAC000567824

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton	.43											
Paint sludge	ton		.22										

Site: BRITE LITE NEON CORP
Address: 5536 SATSUMA AVE
City: NORTH HOLLYWOOD

Map Loc: 47 - about .1 mile NE of the subject
Status: EPA ID#: CAL000025224

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton		.21										
Unspecified solvent mixture	ton	.68											

Site: LEVIOWF TRUST, US BANK TRUSTEE
Address: 5542 SATSUMA AVE,& 5546
City: NORTH HOLLYWOOD
Map Loc: 48 - about .1 mile NE of the subject
Status: EPA ID#: CAC002597170

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Organic solids with halogens	ton							4.89	1.25				

Site: ACCURATE ENGINEERING CORP
Address: 5542 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 48 - about .1 mile NE of the subject
Status: EPA ID#: CAD062065438

Site: BALIAN, BANOS
Address: 10919 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 49 - about .1 mile NE of the subject
Status: EPA ID#: CAC000633408

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton	1.66		5.01									

Site: RESTORE IT AUTOBODY
Address: 10915 BURBANK BLVD
City: LOS ANGELES
Map Loc: 50 - about .1 mile NE of the subject
Status: EPA ID#: CAC002561663

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						1.37						

Site: RESTORIT AUTOBODY & PAINT
Address: 10915 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 50 - about .1 mile NE of the subject
Status: EPA ID#: CAL000264651

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton						.05	.09	.15	.04			
Unspec organic liquid mixture	ton												.05
Paint sludge	ton										.05		

Site: CASTER GROUP LP
Address: 5310 VINELAND AVE, 5310-5336
City: NORTH HOLLYWOOD
Map Loc: 51 - about .1 mile S of the subject
Status: EPA ID#: CAC002311385

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton						.02						

Site: AMERICAN AIRCRAFT COMPONENTS
Address: 5546 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 52 - about .1 mile NE of the subject
Status: EPA ID#: CAP999000915

Site: RADIATOR MART
Address: 10911 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 53 - about .1 mile NE of the subject
Status: EPA ID#: CAL000094539

Site: RADIATOR MART
Address: 10911 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 53 - about .1 mile NE of the subject
Status: EPA ID#: CAL000094212

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton											.07	
Waste oil and mixed oil	ton				3.75								
Oil/water sludge	ton			1.67									

Site: GNS GERMAN FOREIGN CAR
Address: 10903 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 54 - about .1 mile NE of the subject
Status: EPA ID#: CAD982407363

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton					.13							
Unspecified solvent mixture	ton								.22				
Other organic solids	ton						.07						

Site: TRE AUTOMOTIVE
Address: 11046 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 55 - about .1 mile SW of the subject
Status: EPA ID#: CAD982050866

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton		.23	.71									
Aq sol with org residues<10%	ton				.13	.26							
Unspecified aqeous solution	ton		.46										
Liq with hal org>1g/l	ton				.03								

Site: TRE-P.R.E. AUTOMOTIVE
Address: 11046 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 55 - about .1 mile SW of the subject
Status: EPA ID#: CAX000138271

Site: 1X CRI-HEALTH INC
Address: 11027 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 58 - about .1 mile NW of the subject
Status: EPA ID#: CAC000904712

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton		2.11										

Site: CRI-HELP INC
Address: 11027 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 58 - about .1 mile NW of the subject
Status: EPA ID#: CAC002625419

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton									.21			

Site: ISRAEL ALGAZY
Address: 10749 CHANDLER BLVD
City: NORTH HOLLYWOOD

Map Loc: 59 - about .1 mile SE of the subject
Status: EPA ID#: CAD981162506

Site: MARCOS MOTORS
Address: 10860 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 60 - about .1 mile NE of the subject
Status: EPA ID#: CAD982410391

Site: MIKES AUTO REPAIR
Address: 11062 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 61 - about .2 mile NW of the subject
Status: EPA ID#: CAD982372070

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton										.15	.47	.25
Aq sol with org residues<10%	ton					.06							

Site: CHUCK'S TIRE
Address: 11062 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 61 - about .2 mile NW of the subject
Status: EPA ID#: CAD982410367

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton	.22											

Site: STA-SOIL CORP
Address: 5275 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 62 - about .2 mile S of the subject
Status: EPA ID#: CAC000617440

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton	.52											

Site: MAIN TOOL & DIE
Address: 10835 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 63 - about .2 mile SE of the subject
Status: EPA ID#: CAC000025569

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton	2.85											

Site: RICHARD F. RUFFNER INC.
Address: 10822 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 64 - about .2 mile SE of the subject
Status: EPA ID#: CAC000120517

Site: WINCON
Address: 10822 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 64 - about .2 mile SE of the subject
Status: EPA ID#: CAC002588371

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton							.62					

Site: RUFFNER, RICHARD F.
Address: 10822 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 64 - about .2 mile SE of the subject

Status: EPA ID#: CAC000126429

Site: JOHN'S TRUCK REPAIR
Address: 11110 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 65 - about .2 mile SW of the subject
Status: EPA ID#: CAL000006415

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Hydrocarbon solvents	ton	.08											

Site: RICHARD E GULBRANSEN
Address: 11110 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 65 - about .2 mile SW of the subject
Status: EPA ID#: CAC000107205

Site: CAPCO/PSA
Address: 11111 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 66 - about .2 mile SW of the subject
Status: EPA ID#: CAC002129968

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified solvent mixture	ton				3.21								

Site: CALIFORNIA ART PRODUCTS CO
Address: 11111 CHANDLER BLVD
City: N HOLLYWOOD
Map Loc: 66 - about .2 mile SW of the subject
Status: EPA ID#: CAR000063875

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified solvent mixture	ton					4.12							

Site: LA N HOLLYWOOD DIST
Address: 10801 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 67 - about .2 mile SE of the subject
Status: EPA ID#: CAD981576374

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues<10%	ton		.63										
Inorganic solid waste	ton					.1	.26						
Waste oil and mixed oil	ton		.63										
Tank Bottom waste	ton			.15	.15								

Site: MIMI LONDON INC
Address: 11114 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 68 - about .2 mile SW of the subject
Status: EPA ID#: CAL000223262

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton						.38						
Unspecified solvent mixture	ton					.49	.24						
Other organic solids	ton					.32	1.29						

Site: NORTH HOLLYWOOD ST MAINT YARD
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 69 - about .2 mile SE of the subject
Status: EPA ID#: CAD982486698

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Sol without metals (PH >12.5)	ton								.6				
Aq sol with org residues<10%	ton		.63										
Unspecified aqeous solution	ton				.22								

Asbestos containing waste	ton								.12					
Inorganic solid waste	ton			.85		.07		.26		.01		.21		
Unspecified solvent mixture	ton									.2		.09		
Waste oil and mixed oil	ton	4.17	28.77		.31	.34	.34	.28	1.05	37.17		1.15		
Oil/water sludge	ton				.5			6.04	5.15	5.84				
Unspec oil cont waste	ton	10.79	.27	13.79	22.48	16.35	43.98	18.69		511	17.48	.16	1.4	
Tank Bottom waste	ton			.21					.04					
Off-spec, aged or surplus org	ton		.53	.35	.45	.15	.5	1.16	.15	.04			.04	
Unspec organic liquid mixture	ton		.17	1.61		.2								
Other organic solids	ton			6.2	3.25	.88	3.43	2.1	9.07	.1			.63	
Paint sludge	ton				.02									
Empty non-pesticide cont>30 gal	ton		.05		.18			.25						
Lab waste chemicals	ton							.47						
Contaminated soil	ton	1.05	7.77											
Liq with pH<2 & restr metals	ton				.12									

Site: S.S. GRAND AUTO ELECTRIC
Address: 10837 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 70 - about .2 mile NE of the subject
Status: EPA ID#: CAD982321408

Site: S S GRAND AUTO ELECTRIC
Address: 10837 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 70 - about .2 mile NE of the subject
Status: EPA ID#: CAL000004059

Site: ARTS AUTOBODY SHOP
Address: 10837 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 70 - about .2 mile NE of the subject
Status: EPA ID#: CAL000146619

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Paint sludge	ton				.23								

Site: G & H AUTO BODY & PAINT
Address: 10837 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 70 - about .2 mile NE of the subject
Status: EPA ID#: CAL000034892

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton		.88	.38									

Site: R & S AUTO CENTER
Address: 11023 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 72 - about .2 mile S of the subject
Status: EPA ID#: CAL000097125

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Asbestos containing waste	ton					16.85							

Site: JAPANESE CAR SVC
Address: 11023 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 72 - about .2 mile S of the subject
Status: EPA ID#: CAL922113851

Site: R AND S AUTO CENTER
Address: 11023 WEDDINGTON ST
City: NORTH HOLLYWOOD

Map Loc: 72 - about .2 mile S of the subject
Status: EPA ID#: CAL000078853

Site: NORTH HOLLYWOOD ICE COMPANY
Address: 5257 CRANER AVE
City: N HOLLYWOOD
Map Loc: 73 - about .2 mile S of the subject
Status: EPA ID#: CAC002576588

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton							.52					

Site: BUD EKINS
Address: 11027 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 74 - about .2 mile SW of the subject
Status: EPA ID#: CAL912944781

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.06								

Site: SCREAMING LIZARD PRODUCTIONS
Address: 11036 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 75 - about .2 mile SW of the subject
Status: EPA ID#: CAD981440308

Site: JONNA HOPPES
Address: 5316 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 76 - about .2 mile SE of the subject
Status: EPA ID#: CAC002787847

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton												.46

Site: YAMAHA GUITAR DEVELOPMENT
Address: 11041 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 77 - about .2 mile SW of the subject
Status: EPA ID#: CAL000047109

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton		.52	.29	.24	.27	.17	.14	.05		.08		
Other organic solids	ton									.06			

Site: LANDMARK ENTERTAINMENT GROUP
Address: 11044 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 78 - about .2 mile SW of the subject
Status: EPA ID#: CAC000735448

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton			.1									
Lab waste chemicals	ton			.02									

Site: HILLSIDE GRAPHIC
Address: 11045 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 79 - about .2 mile SW of the subject
Status: EPA ID#: CAL000176959

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton								.17				
Photochemical waste	ton		.1	.09									

Site: CENTRAL AUTO BODY & PAINT
Address: 11100 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 80 - about .2 mile NW of the subject
Status: EPA ID#: CAL000191290

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Still bottoms/non-halogenated	ton							.1					
Other organic solids	ton						.16	.33	.1	.05			

Site: Z AND M TRANSMISSION
Address: 11100 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 80 - about .2 mile NW of the subject
Status: EPA ID#: CAL000077957

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.27								

Site: 2 AND M TRANSMISSION
Address: 11100 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 80 - about .2 mile NW of the subject
Status: EPA ID#: CAL000072990

Site: BURBANK MODERN TIRE CENTER
Address: 11100 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 80 - about .2 mile NW of the subject
Status: EPA ID#: CAL000009979

Site: CHANDLER CLEANERS
Address: 1123 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 81 - about .2 mile SW of the subject
Status: EPA ID#: CAD981981962

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton		.42										
Tank Bottom waste	ton		20.02										
Empty non-pesticide cont>30 gal	ton		2.5										

Site: CROWN AUTO AIR
Address: 11102 BURBANK BLVD, B
City: NORTH HOLLYWOOD
Map Loc: 82 - about .2 mile NW of the subject
Status: EPA ID#: CAD982410375

Site: HOME SAVINGS OF AMERICA
Address: 5315 HARMONY AVE
City: NORTH HOLLYWOOD
Map Loc: 83 - about .2 mile SE of the subject
Status: EPA ID#: CAP601252294

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton			.1									

Site: 1X EAGLE EYE FILM COMPANY
Address: 10825 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 84 - about .2 mile NE of the subject
Status: EPA ID#: CAC001075096

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton			.1									

Site: TRIO PRODUCTION CO
Address: 11100 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 86 - about .2 mile W of the subject
Status: EPA ID#: CAL000162685

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		.27										

Site: ART DE MEXICO
Address: 5505 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 89 - about .2 mile E of the subject
Status: EPA ID#: CAD982486888

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton	2.98	19.43	11.51	6.78	5.36	5.18	3.91	.68	.59	1.01	.99	.8
Other organic solids	ton				.7								
Photochemical waste	ton				.06								
Liquids with pH<2	ton				.94								

Site: W & R TOOL MANUFACTURING CO
Address: 5505 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 89 - about .2 mile E of the subject
Status: EPA ID#: CAX000201715

Site: RAN LAKSMAN
Address: 5534 BONNER AVE , UNIT 3 & 7
City: NORTH HOLLYWOOD
Map Loc: 90 - about .2 mile W of the subject
Status: EPA ID#: CAC002823517

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton												1.38
Other organic solids	ton												.01

Site: PATEL, A
Address: 5534 BONNER AVE
City: LOS ANGELES
Map Loc: 90 - about .2 mile W of the subject
Status: EPA ID#: CAC000629808

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	.3											

Site: EAGLE EYE FILM COMPANY
Address: 10815 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 91 - about .2 mile NE of the subject
Status: EPA ID#: CAC002412415

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Halogenated solvents	ton						.12						
Unspecified solvent mixture	ton						.06						

Site: LEO KAPLAN
Address: 5554 BONNER AVE
City: NORTH HOLLYWOOD
Map Loc: 92 - about .2 mile W of the subject
Status: EPA ID#: CAC002769374

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton												.8

Site: STEVE TAYLOR
Address: 5555 BONNER AVE
City: NORTH HOLLYWOOD
Map Loc: 93 - about .2 mile W of the subject
Status: EPA ID#: CAC002806903

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton												.92

Site: NORMS STUDIO EQUIPMENT
Address: 5219 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 94 - about .2 mile S of the subject
Status: EPA ID#: CAL000070064

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.07					.22	.08		
Liq with hal org>1g/l	ton					.19	.09	.12	.04	.12			

Site: SO CALIF GAS CO/NORTH HOLLYWOO
Address: 11150 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 95 - about .2 mile W of the subject
Status: EPA ID#: CAD981422512

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton		1.66										
Inorganic solid waste	ton				.1								
Waste oil and mixed oil	ton	.91											
Oil/water sludge	ton		.56										
Unspec oil cont waste	ton	.22											
Tank Bottom waste	ton	3.74											

Site: A & M AUTOMOTIVE
Address: 5254 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 96 - about .2 mile S of the subject
Status: EPA ID#: CAD982509846

Site: PAINTING AND FINISHING CONCEPT
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAL000292786

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton							.35	.22				
Other organic solids	ton							.17	.07				
Other organic solids	ton								.08				
Other organic solids	ton								.15				
Contaminated soil	ton							5.46					

Site: MAGNASYNC MARIOLA
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAX000117333

Site: REEL EFFECTS INC
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAC002697270

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton											.75	

Site: GOLD, MICHAEL
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAC000241713

Site: REEL EFX
Address: 5539 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAC002794669

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Latex waste	ton												.18

Site: SALSA PICTURES LLC
Address: 5539 RIVERTON AVE
City: N HOLLYWOOD
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAC002571779

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Latex waste	ton						.06						

Site: CAL JUNE INC
Address: 5340 HARMONY AVE
City: N HOLLYWOOD
Map Loc: 98 - about .2 mile SE of the subject
Status: EPA ID#: CAP000080788

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton					1.5							

Site: GANGI STUDIOS INC
Address: 5265 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 99 - about .2 mile S of the subject
Status: EPA ID#: CAD054861174

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified aqeous solution	ton							3.89					
Off-spec,aged/surplus inorg	ton						3.89		.6				
Off-spec,aged/surplus inorg	ton								1.83				
Unspecified solvent mixture	ton	1.86	4.83	3.69	2.23								
Unspec oil cont waste	ton				1.58	.64							
Unspec organic liquid mixture	ton				.42	.68							
Paint sludge	ton			.4									
Empty containers<30 gal	ton		.8										
Liquids with pH<2	ton						1.14						

Site: CAL-JUNE INC
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status: EPA ID#: CAL000353362

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified aqeous solution	ton										.55		
Other organic solids	ton											5.32	8.63

Site: CAL JUNE, INC.
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status: EPA ID#: CAC000199598

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*

Unspec oil cont waste	ton	2.67												

Site: CAL JUNE INC.
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status: EPA ID#: CAC001492248

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Waste oil and mixed oil	ton				.25								

Site: CALJUNE
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status: EPA ID#: CAL000160795

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Other organic solids	ton			.14									

Site: ARTE DE MEXICO
Address: 5356 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 103 - about .2 mile E of the subject
Status: EPA ID#: CAR000013649

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Oxygenated solvents	ton						1.36						
Unspecified solvent mixture	ton			5.46	11.18	13.47	6.21	1.88	.45				
Off-spec, aged or surplus org	ton						.9						
Paint sludge	ton			.45									
Empty containers<30 gal	ton			.4									

Site: SAFEWAY AUTO CENTER LLC
Address: 5234 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 104 - about .2 mile S of the subject
Status: EPA ID#: CAL000399596

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified solvent mixture	ton												.02

Site: SEBRING AUTO BODY & REPAIR
Address: 5234 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 104 - about .2 mile S of the subject
Status: EPA ID#: CAL000320001

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified solvent mixture	ton								.18	.49			

Site: CENTURY PRECISION OPTICS
Address: 11045 MC CORMICK ST
City: NORTH HOLLYWOOD
Map Loc: 107 - about .2 mile S of the subject
Status: EPA ID#: CAL000222204

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Waste oil and mixed oil	ton					.22							

Site: FF DEVELOPMENT
Address: 5422 FAIR AVE
City: NORTH HOLLYWOOD
Map Loc: 109 - about .2 mile W of the subject
Status: EPA ID#: CAC002577079

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Waste oil and mixed oil	ton							34.19					

Site: BUENA CASA BLDERS SUPPLIES
Address: 5418 FAIR AVE
City: NORTH HOLLYWOOD
Map Loc: 110 - about .2 mile W of the subject
Status: EPA ID#: CAC000594392

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified aqeous solution	ton	31.68											

Site: SERENA BENCZ
Address: 5710 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 111 - about .2 mile N of the subject
Status: EPA ID#: CAC002806117

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Asbestos containing waste	ton												.46

Site: JSM CONSTRUCTION INC
Address: 11059 MC CORMICK ST
City: NORTH HOLLYWOOD
Map Loc: 112 - about .2 mile SW of the subject
Status: EPA ID#: CAC002572417

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Asbestos containing waste	ton						12.64						

Site: ROLANO ZIHLA
Address: 5629 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 113 - about .2 mile NE of the subject
Status: EPA ID#: CAC002571658

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Other organic solids	ton						.01						

Site: GUARDIAN AUTO REPAIR LP
Address: 11155 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 114 - about .3 mile NW of the subject
Status: EPA ID#: CAL000273855

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues > 10%	ton							.22	.22	.23	.37	.23	.03
Unspecified solvent mixture	ton	.32					94.72	2.33					
Waste oil and mixed oil	ton										.46	.21	.01
Oil/water sludge	ton											.17	
Other organic solids	ton												.02

Site: GUARDIAN AUTO CENTER
Address: 11155 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 114 - about .3 mile NW of the subject
Status: EPA ID#: CAL000068322

Site: CALIBER COLLISION CENTERS
Address: 11155 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 114 - about .3 mile NW of the subject
Status: EPA ID#: CAL000395888

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues > 10%	ton												.43

Unspecified solvent mixture	ton		.07
Waste oil and mixed oil	ton		.02
Other organic solids	ton		.3

Site: GUARDIAN AUTO CTR INC
Address: 11155 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 114 - about .3 mile NW of the subject
Status: EPA ID#: CAD983617606

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified solvent mixture	ton						2.27						

Site: MAGNOLIA VILLAS
Address: 5250 HARMONY AVE
City: NORTH HOLLYWOOD
Map Loc: 115 - about .3 mile SE of the subject
Status: EPA ID#: CAC002819178

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Waste oil and mixed oil	ton												.19

Site: CROSSROADS AUTO BODY
Address: 11204 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 116 - about .3 mile W of the subject
Status: EPA ID#: CAL000097840

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Inorganic solid waste	ton		.3		.09								
Oil/water sludge	ton		5										
Photochemical waste	ton		.04										

Site: NOHO SENIOR VILLAS LP
Address: 5525 KLUMP AVE, # 5539
City: NORTH HOLLYWOOD
Map Loc: 117 - about .3 mile W of the subject
Status: EPA ID#: CAL000365203

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Inorganic solid waste	ton											.01	

Site: CLIFFORD BEERS HOUSING
Address: 5525 KLUMP AVE
City: NORTH HOLLYWOOD
Map Loc: 117 - about .3 mile W of the subject
Status: EPA ID#: CAC002668295

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Asbestos containing waste	ton										2.4		

Site: PHILIP KAUFLER
Address: 5441 DENNY AVE
City: NORTH HOLLYWOOD
Map Loc: 118 - about .3 mile E of the subject
Status: EPA ID#: CAP000124685

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Inorganic solid waste	ton						.75						
Unspecified solvent mixture	ton						35.86						
Waste oil and mixed oil	ton						5.03						
Unspec oil cont waste	ton						34						
Other organic solids	ton						373						
Paint sludge	ton						38						

Site: RAY M JOHNSON STUDIO INC

Address: 5435 DENNY AVE
City: NORTH HOLLYWOOD
Map Loc: 119 - about .3 mile E of the subject
Status: EPA ID#: CAC002632879

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton									.16			

Site: RAY M. JOHNSON STUDIO
Address: 5435 DENNY AVE
City: NORTH HOLLYWOOD
Map Loc: 119 - about .3 mile E of the subject
Status: EPA ID#: CAC000928264

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton		.46										

Site: LAYMAN FINANCIAL SERVICES INC
Address: 5532 KLUMP AVE
City: NORTH HOLLYWOOD
Map Loc: 120 - about .3 mile W of the subject
Status: EPA ID#: CAP400477603

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton		57										

Site: GREAT WESTERN BANK
Address: 5545 KLUMP AVE
City: NORTH HOLLYWOOD
Map Loc: 121 - about .3 mile W of the subject
Status: EPA ID#: CAC001060136

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton			.21									

Site: CORPORATE IMPRESSIONS
Address: 10742 BURBANK BLVD
City: BURBANK
Map Loc: 123 - about .3 mile NE of the subject
Status: EPA ID#: CAL000234073

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton						.08						
Unspec organic liquid mixture	ton							1.59	.81	.37	1.04	.68	.51

Site: L THOMAS GERRED AND SONS INC
Address: 10742 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 123 - about .3 mile NE of the subject
Status: EPA ID#: CAL000116676

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Restricted Metal Sludge	ton			.1									
Photochemical waste	ton			.02	.02								

Site: MASES AUTOMOTIVE
Address: 5228 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 124 - about .2 mile S of the subject
Status: EPA ID#: CAD982357873

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		.23										
Unspecified aqeous solution	ton	.28											

Site: GREEN MOTORWORKS
Address: 5228 VINELAND AVE
City: NORTH HOLLYWOOD

Map Loc: 124 - about .2 mile S of the subject
Status: EPA ID#: CAL000095691

Site: L A COMM REDEV AGCY
Address: 5243 HARMONY AVE
City: NORTH HOLLYWOOD
Map Loc: 125 - about .3 mile SE of the subject
Status: EPA ID#: CAC000664808

Site: L D S CHURCH
Address: 10837 COLLINS ST
City: NORTH HOLLYWOOD
Map Loc: 126 - about .3 mile NE of the subject
Status: EPA ID#: CAC000241393

Site: H&H PRINTING
Address: 10736 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 127 - about .3 mile NE of the subject
Status: EPA ID#: CAD008483091

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Off-spec, aged or surplus org	ton	2.36											
Other organic solids	ton	3.36											

Site: JENSEN TRANSFORMERS INC
Address: 10735 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 128 - about .3 mile NE of the subject
Status: EPA ID#: CAD981692643

Site: JENSEN TRANSFORMERS
Address: 10735 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 128 - about .3 mile NE of the subject
Status: EPA ID#: CAC000045740

Site: BEJAMIN ROMERO
Address: 5720 CASE AVE
City: N HOLLYWOOD
Map Loc: 129 - about .3 mile NW of the subject
Status: EPA ID#: CAC002570049

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Other organic solids	ton	.32											

Site: KAJIMA-RAY WILSON CONSTRUCTION
Address: 11240 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 130 - about .3 mile W of the subject
Status: EPA ID#: CAC001470352

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Unspecified aqeous solution	ton				.42								
Hydrocarbon solvents	ton				.21								

Site: KAJIMA-RAY WILSON CONSTRUCTION
Address: 11240 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 130 - about .3 mile W of the subject
Status: EPA ID#: CAC001475816

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol 2<PH<12.5 reactive anions	ton				.02								

Waste oil and mixed oil	ton				.21								
Unspec organic liquid mixture	ton				.08								
Liquids with pH<2	ton												

Site: KAJIMA/RAY WILSON CONSTRUCTION
Address: 11240 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 130 - about .3 mile W of the subject
Status: EPA ID#: CAC001486112

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton				.35								
Waste oil and mixed oil	ton				.21								
Unspec organic liquid mixture	ton				3.96								
Liquids with pH<2	ton				.3								

Site: KAJIMA/RAY WILSON CONSTRUCTION
Address: 11240 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 130 - about .3 mile W of the subject
Status: EPA ID#: CAC001064840

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton			.42									

Site: SOMERS & ELMORE
Address: 10717 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 131 - about .3 mile E of the subject
Status: EPA ID#: CAX000229757

Site: SOMERS & ELMORE PLATING INC
Address: 10717 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 131 - about .3 mile E of the subject
Status: EPA ID#: CAL920793739

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with cyanides>1 g/l	ton						1.24						

Site: JIM WALDEN
Address: 5256 RIVERTON AVE
City: NORTH HOLLYWOOD
Map Loc: 132 - about .3 mile SE of the subject
Status: EPA ID#: CAC002830213

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton												.46

Site: THE BOUNCE INC
Address: 5354 DENNY AVE
City: NORTH HOLLYWOOD
Map Loc: 133 - about .3 mile E of the subject
Status: EPA ID#: CAC001476048

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton				1								

Site: LEGALLY BLONDE
Address: 5354 DENNY AVE
City: NORTH HOLLYWOOD
Map Loc: 133 - about .3 mile E of the subject
Status: EPA ID#: CAC002327569

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton					.35							
Unspecified solvent mixture	ton					.2							
Other organic solids	ton					.22							

Site: ALL CLEAR ENVIRONMENTAL INC
Address: 5353 DENNY AVE, STE B
City: NORTH HOLLYWOOD
Map Loc: 134 - about .3 mile E of the subject
Status: EPA ID#: CAL000317101

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton										2		

Site: NICK'S INVESTMENT
Address: 11201 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 135 - about .3 mile W of the subject
Status: EPA ID#: CAC000785152

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton		1.46										

Site: GOLDEN TOUCH AUTO BODY
Address: 11201 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 135 - about .3 mile W of the subject
Status: EPA ID#: CAL000181203

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton				.69	.64	1.48	.84					

Site: CROWN AUTO AIR CONDITIONING
Address: 11201 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 135 - about .3 mile W of the subject
Status: EPA ID#: CAL000013594

Site: CHARLIE'S JAPANESE CAR SERVICE
Address: 11201 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 135 - about .3 mile W of the subject
Status: EPA ID#: CAL000009999

Site: L B M PRODUCTS
Address: 10711 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status: EPA ID#: CAX000102459

Site: LBM PRODUCTS INC
Address: 10711 CHANDLER BLVD
City: NO HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status: EPA ID#: CAL000038074

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton	1.04	2.67	14.2	.23				.2		.21	.25	

Site: L&M PRODUCTS
Address: 10711 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 136 - about .3 mile E of the subject
Status: EPA ID#: CAD982027088

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton												.53

Site: WALGREENS #9491

Address: 10995 W MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 137 - about .3 mile S of the subject
Status: EPA ID#: CAL000324961

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton										.01	.01	.02
Aq sol 2<PH<12.5 reactive anions	ton										.02		
Unspecified aqeous solution	ton										.07	.01	
Off-spec,aged/surplus inorg	ton												.07
Inorganic solid waste	ton												.06
Unspecified solvent mixture	ton										.02	.03	.07
Pharmaceutical waste	ton										.06		.02
Liquids with pH<2	ton												

Site: BOBBY'S BMW SERVICE
Address: 11208 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 138 - about .3 mile W of the subject
Status: EPA ID#: CAL000066856

Site: BOBBYS GERMAN AUTO
Address: 11208 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 138 - about .3 mile W of the subject
Status: EPA ID#: CAL000009977

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton					2.08							

Site: M & R PLATING CORP
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: EPA ID#: CAD000626523

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol (PH>12.5) with restr metals	ton		.9										
Aq sol 2<PH<12.5 reactive anions	ton	.66		.08	.3		.5						
Aq sol with metals>restr levels	ton		20.85										
Restricted Metal Sludge	ton	16	6.5	3.25	21.67	15.16	8.42	5.05					
Inorganic solid waste	ton			.02				1.68					
Other organic solids	ton		1.68										
Liq with cyanides>1 g/l	ton		10.69	.44	.42	.81	.33	.12					
Liq with hal org>1g/l	ton		.23		.45		.44	.2					
Liquids with pH<2	ton			.04									

Site: GEORGE SACCO
Address: 5756 CRANER AVE
City: N HOLLYWOOD
Map Loc: 140 - about .3 mile N of the subject
Status: EPA ID#: CAC002571394

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton						.01						

Site: NRG RECORDING SERVICES
Address: 11128 WEDDINGTON ST
City: NORTH HOLLYWOOD
Map Loc: 142 - about .3 mile SW of the subject
Status: EPA ID#: CAC002246201

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton					.1							
Inorganic solid waste	ton					.04							

Pesticides waste	ton										.1		
Off-spec, aged or surplus org	ton										.12		
Liquids with pH<2	ton										.04		

Site: LOS ANGELES NEIGHBORHOOD HOUSI
Address: 5721 FULCHER AVE, # 5723
City: NORTH HOLLYWOOD
Map Loc: 143 - about .3 mile NW of the subject
Status: EPA ID#: CAC002687627

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Inorganic solid waste	ton											.01	

Site: CENTURY PRECISION OPTICS
Address: 10713 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 144 - about .3 mile E of the subject
Status: EPA ID#: CAR000012021

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Halogenated solvents	ton			.25									
Oxygenated solvents	ton			.09									
Hydrocarbon solvents	ton			.44	1.14								
Unspecified solvent mixture	ton			.02									
Unspec oil cont waste	ton			.08									
Polymeric resin waste	ton			.02									
Off-spec, aged or surplus org	ton			.4	.06								
Other organic solids	ton			.02	.02								
Liquids with pH<2	ton												

Site: COMMUNITY REDEVELOPMENT AGENCY
Address: 10912 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 146 - about .3 mile S of the subject
Status: EPA ID#: CAD981684343

Site: COMMUNITY DEVELOPMENT AGY OF L
Address: 10912 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 146 - about .3 mile S of the subject
Status: EPA ID#: CAD000312793

Site: RALPHS GROCERY #56
Address: 10900 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 147 - about .3 mile S of the subject
Status: EPA ID#: CAL000320356

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Sol without metals (PH >12.5)	ton											.01	.02
Off-spec,aged/surplus inorg	ton									.02			
Inorganic solid waste	ton												
Unspecified solvent mixture	ton									.03	.02	.01	.01
Pesticides waste	ton												
Off-spec, aged or surplus org	ton											.02	.03
Other organic solids	ton												

Site: GRAPHICS IV
Address: 10709 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 148 - about .3 mile E of the subject
Status: EPA ID#: CAX000087916

Site: COMMUNITY REDEVLP AGENCY OF LA

Address: 10854 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 150 - about .3 mile S of the subject
Status: EPA ID#: CAC000683960

Site: L A COMM REDEV AGCY
Address: 10854 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 150 - about .3 mile S of the subject
Status: EPA ID#: CAC000664816

Site: ANZALONE & ASSOC INC
Address: 10854 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 150 - about .3 mile S of the subject
Status: EPA ID#: CAD982342552

Site: J M CARBURADORES
Address: 11224 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 151 - about .3 mile W of the subject
Status: EPA ID#: CAL000214896

		88-91 92-95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/13 14/15
Off-spec,aged/surplus inorg	ton	.03
Waste oil and mixed oil	ton	.56
Off-spec, aged or surplus org	ton	.07
Paint sludge	ton	.12
Liquids with pH<2	ton	.02

Site: MARCELO'S P&M MOTORCYLES
Address: 11040 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 152 - about .3 mile SW of the subject
Status: EPA ID#: CAL000015263

Site: FRANK MAGALLANES
Address: 5737 FULCHER AVE
City: N HOLLYWOOD
Map Loc: 153 - about .3 mile NW of the subject
Status: EPA ID#: CAC002571395

		88-91 92-95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/13 14/15
Other organic solids	ton	.02

Site: WEBSTER, DONALD, E
Address: 11211 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 155 - about .4 mile W of the subject
Status: EPA ID#: CAC000804160

UST **Permitted Underground Storage Tanks - State Water Quality Control Board**

The Corteses Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impounds were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impounds in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded.

This list has been researched within a quarter of a mile radius of the subject site.

Site: ARCHER'S TOWING SERVICE
Address: 5444 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 1 - the subject site
Status: (191998A)

Site: MONARCH PROVISION CO.
Address: 5508 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 3 - about .0 mile NW of the subject
Status: 00000017078 (198798I)

Activity: MEAT PACKING CO.
7300 gallon, steel clad tank (regular), installed in 1972

Site: HERC RENTALS INC (9633-00)
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .1 mile N of the subject
Status: 91601 555 (192014)

Site: NICKS AUTO DISMANTLERS
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .1 mile N of the subject
Status: 00000003824 (1987&A9)

Activity: USED AUTO PARTS
500 gallon, single-walled, concrete tank
500 gallon, single-walled, carbon steel tank (waste oil)
500 gallon, single-walled, carbon steel tank (waste oil)
5000 gallon, single-walled, carbon steel tank (waste oil), installed in 1981
6000 gallon, single-walled, carbon steel tank (unleaded), installed in 1981

Site: HERTZ EQUIPMENT RENTAL CORP.
Address: 5556 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 17 - about .1 mile N of the subject
Status: 91601 24506 (192014)

Site: DEPT. OF TRANSPORTATION EQUIP.
Address: 5421 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 20 - about .1 mile S of the subject
Status: 00000068202 (1987&98)

12000 gallon, fiberglass tank (waste oil), installed in 1981
12000 gallon, fiberglass tank (unleaded), installed in 1981
1000 gallon, fiberglass tank , installed in 1981
1000 gallon, fiberglass tank (waste oil), installed in 1981

Site: DEPT. OF TRANSPORTATION EQUIP.
Address: 5421 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 20 - about .1 mile S of the subject
Status: 02001000 (1995A)

Site: DEPT. OF TRANSPORTATION EQUIP.
Address: 5421 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 20 - about .1 mile S of the subject
Status: 19021744020 (19)

Site: WELDCO MFG INC
Address: 10925 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 25 - about .1 mile SE of the subject
Status: (191998A)

Site: INDUSTRIAL BUILDING
Address: 5321 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 28 - about .1 mile S of the subject
Status: 00000033938 (1987)

Activity: WAREHOUSE
tank

Site: SPARR
Address: 5321 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 28 - about .1 mile S of the subject
Status: 00000050767 (1987)

Activity: RESIDENCE
tank (regular)

Site: SUNBELT PROPERTY
Address: 5448 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 31 - about .1 mile E of the subject
Status: (191998I)

Site: IRMA JABALI
Address: 10886 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 32 - about .1 mile SE of the subject
Status: (191998A)

Site: TIFFANY DESIGNS
Address: 10866 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 38 - about .1 mile SE of the subject
Status: (191998I)

Site: 93975-CHEVRON STATION
Address: 5601 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 41 - about .1 mile N of the subject
Status: 00000062547 (198798I)

Activity: GAS STATION
3000 gallon, single-walled, unlined, carbon steel tank , installed in 1955

4000 gallon, single-walled, unlined, carbon steel tank , installed in 1955
4000 gallon, single-walled, unlined, carbon steel tank , installed in 1955
7500 gallon, single-walled, unlined, carbon steel tank , installed in 1961
550 gallon, single-walled, unlined, carbon steel tank , installed in 1955

Site: 93975-CHEVRON STATION
Address: 5601 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 41 - about .1 mile N of the subject
Status: 00062547 (1995I)

Site: LINTAS-CAMPBELL EWALD
Address: 11024 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 46 - about .1 mile SW of the subject
Status: 00000009777 (198798A)

Activity: PRIV. PUMP
tank , installed in 1965

Site: ACCURATE ENGINEERING CORP
Address: 5542 SATSUMA AVE
City: NORTH HOLLYWOOD
Map Loc: 48 - about .1 mile NE of the subject
Status: 00000016987 (198798A)

Activity: MFR PRINTED CIRCUIT
800 gallon, unlined, concrete lagoon

Site: STA-SOIL CORPORATION
Address: 5275 CRANER AVE
City: NORTH HOLLYWOOD
Map Loc: 62 - about .2 mile S of the subject
Status: (191998I)

Site: RICHARD F. RUFFNER, INC.
Address: 10822 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 64 - about .2 mile SE of the subject
Status: 00000060897 (1987&A9)

Activity: CONSTRUCTION
2500 gallon tank (unleaded)
12500 gallon tank (regular)
12500 gallon tank
12500 gallon tank (waste oil)

Site: RICHARD F. RUFFNER
Address: 10822 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 64 - about .2 mile SE of the subject
Status: 91601 23663 (192014)

Site: JOHNS TRUCK/AUTO REPAIR
Address: 11110 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 65 - about .2 mile SW of the subject
Status: (191998I)

Site: NORTH HOLYWOOD DISTRICT
Address: 10801 CHANDLER BLVD

City: NORTH HOLLYWOOD
Map Loc: 67 - about .2 mile SE of the subject
Status: 00000047040 (198798A)

607 gallon, single-walled, concrete lagoon
1000 gallon, single-walled, carbon steel tank (unleaded)

Site: CITY OF LA - PW - STREET SERVI
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 69 - about .2 mile SE of the subject
Status: 91601 108 (192014)

Site: STUDIO CITY STREET MAINTENANCE
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 69 - about .2 mile SE of the subject
Status: 91601 24683 (192014)

Site: CITY OF LOS ANGELES
Address: 10811 CHANDLER BLVD
City: NORTH HOLLYWOOD
Map Loc: 69 - about .2 mile SE of the subject
Status: 00000047143 (1987&A9)

Activity: SERVICE YARD
10000 gallon, single-walled tank (unleaded), installed in 1980
10000 gallon, single-walled, carbon steel tank (waste oil), installed in 1980
1940 gallon, single-walled, unlined, concrete tank , installed in 1981

Site: SOUTHERN CALIFORNIA GAS COMPAN
Address: 11150 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 95 - about .2 mile W of the subject
Status: 00000007503 (198798A)

Activity: PUBLIC UTILITY
280 gallon, single-walled, unlined, carbon steel tank , installed in 1949
single-walled, unlined, concrete lagoon
7120 gallon, unlined, carbon steel tank , installed in 1949
12000 gallon, single-walled, unlined, carbon steel tank , installed in 1980

Site: MORRIS AGAJANIAN
Address: 5254 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 96 - about .2 mile S of the subject
Status: (191998I)

Site: CAL-JUNE INC.
Address: 5238 VINELAND AVE
City: NORTH HOLLYWOOD
Map Loc: 101 - about .2 mile S of the subject
Status: 00000066202 (1987)

Activity: MARINE SAFETY EQMT.
1000 gallon, single-walled, unlined, carbon steel tank , installed in 1974
10000 gallon, single-walled, unlined, carbon steel tank , installed in 1975

Site: CROSSROADS CHEVROLET
Address: 11204 CUMPSTON ST
City: NORTH HOLLYWOOD
Map Loc: 116 - about .3 mile W of the subject
Status: (191998I)

Site: CHANDLER CLEANERS
Address: 11223 CHANDLER BLVD
City: NORTH HOLLWOOD
Map Loc: 122 - about .3 mile W of the subject
Status: 19056583 (19)

Site: JENSEN TRANFORERS, INC.
Address: 10735 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 128 - about .3 mile NE of the subject
Status: 00000060978 (198798I)

Activity: ELECTRONIC PARTS
2000 gallon tank (regular)

Site: NICK PAVICH
Address: 11201 BURBANK BLVD
City: NORTH HOLLYWOOD
Map Loc: 135 - about .3 mile W of the subject
Status: 00000003823 (198798A)

Activity: AUTO REPAIR
5000 gallon, single-walled, carbon steel tank (waste oil)
5000 gallon, single-walled, carbon steel tank (waste oil)
500 gallon, carbon steel tank (waste oil)
single-walled, concrete tank

Site: M & R PLATING CORPORATION
Address: 10939 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 139 - about .3 mile S of the subject
Status: 00000010111 (198798A)

Activity: BUILDERS SUPPLY
tank (unleaded)

Site: STANLEY TREITEL
Address: 11035 MAGNOLIA BLVD
City: NORTH HOLLYWOOD
Map Loc: 149 - about .3 mile S of the subject
Status: (191998I)

–

APPENDIX G

Noise and Vibration Study

NOISE AND VIBRATION STUDY

Vineland and Cleon Self Storage Project

City of Los Angeles
North Hollywood - Valley Village Community Plan Area

Prepared for:

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Prepared by:

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Envicom Project # 29-135-101

September 11, 2020

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ATTACHMENT

Attachment A Noise and Vibration Study – Product Specification Sheets

1.0 INTRODUCTION

1.1 Purpose of Study

The purpose of this study is to describe and evaluate the noise and vibration impacts of 5444-5458 N Vineland and 5437-5451 N Cleon Ave Self Storage Project ("Vineland and Cleon Project" or "Project") proposed by 1784 Capital Holdings, LLC ("Applicant"), in the context of the City of Los Angeles (City) regulatory framework.

1.2 Project Summary

The proposed Project consists of the demolition of an existing light industrial building totaling approximately 4,277 Square Feet (SF) and surface parking lot to allow for the proposed construction, use, and maintenance of a new four-story building with one subterranean level that totals approximately 150,000 gross SF of building area. The proposed mixed-use building would provide space for internalized self-storage and commercial office consisting of studios for visual and performing artists operated by a tenant called Artist and Makers Studios. The proposed building includes associated customer and employee parking, site landscaping, signage, and exterior lighting for displays and security.

Location, Zoning, and Existing Uses

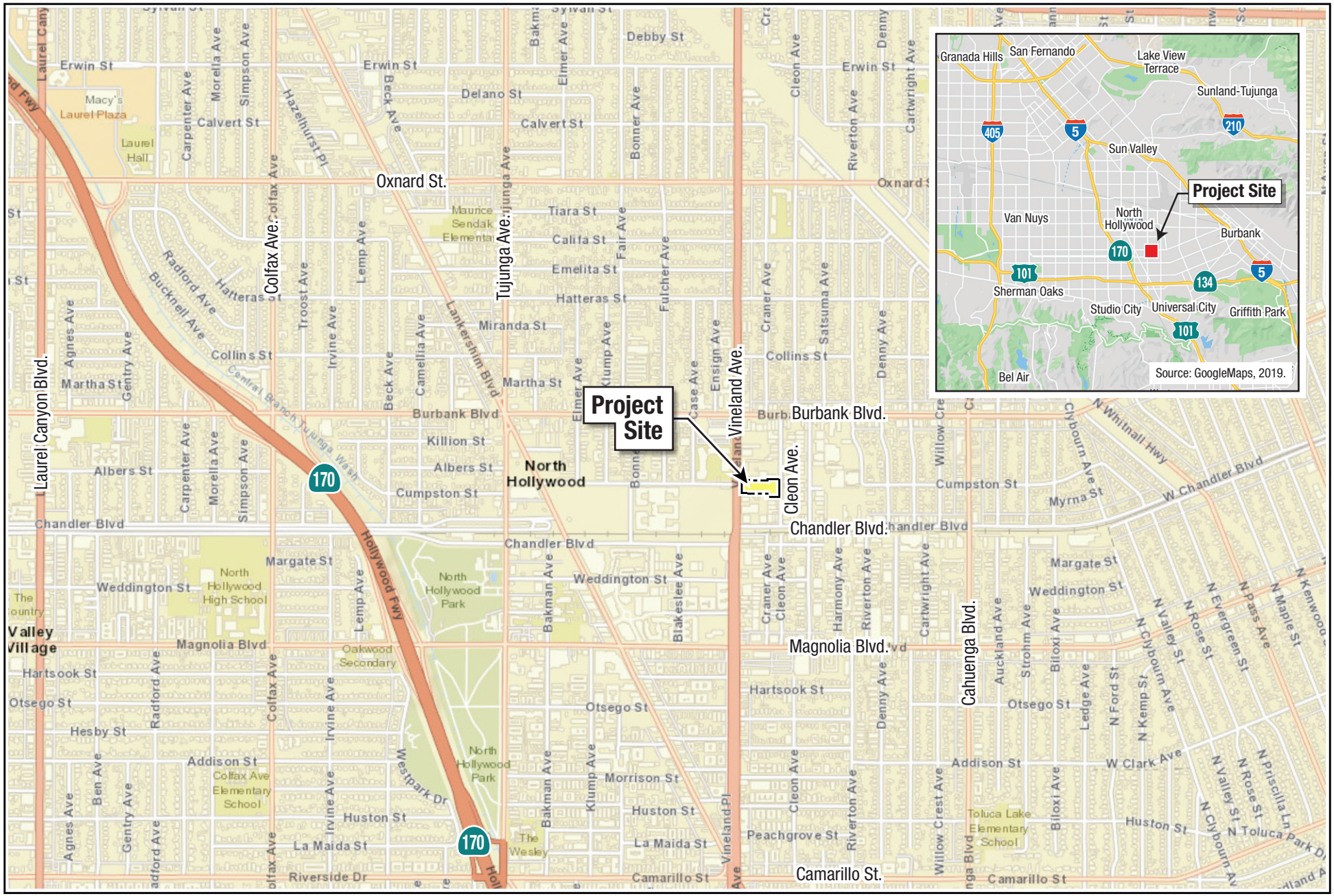
The Project is located in the North Hollywood – Valley Village Community Plan ("North Hollywood" or "NoHo") area of the City, as shown in **Figure 1, Location Map**, between Vineland Avenue and Cleon Avenue. The street addresses of the project location are 5444-5458 N. Vineland Avenue and 5437-5451 N. Cleon Avenue, Los Angeles, California, 91601. The project is located on property that consists of seven parcels, three of which are located on N Vineland Avenue and four of which are located on N Cleon Avenue (Subject Property or Project Site). The net site area of seven APNs[1] comprise a total lot area of 71,011 SF (1.63 acres), which includes anticipated five-foot dedications along Vineland and Cleon Avenue.

The North Hollywood – Valley Village Community Plan designates the Subject Property for Light Manufacturing uses. The Subject Property is zoned MR2-1VL (Restricted Light Industrial zone in Height District No. 1VL).

The Subject Property is currently improved with a single-story light industrial building used for an equipment rental business. This studio equipment rental business, Zio Rental Studios, currently occupies the majority of the Project Site and Archer Towing occupies a small area in the northwest corner of the Project Site for vehicle impound. The following summarizes the existing land uses surrounding the Subject Property. Surrounding properties to the north, east, and south are also zoned MR2-1VL and designated for light manufacturing land uses in the North Hollywood – Valley Village Community Plan.

- Properties to the north consist of equipment rental, storage facilities, repair shops, and neighborhood-serving retail.
- Properties to the east, along Cleon Avenue, consist of media production facilities and light manufacturing.
- Properties to the south consist of a media production facility, self-storage facilities and neighborhood-serving retail, including a fitness facility.

[1] The Project Site is assigned Assessor Parcel Numbers ("APNs") 2416-001-041, -042, -043, -014, -015, -016, and 2416-002-001.



Sources: ESRI, World Street Map, 2016.

VINELAND AND CLEON SELF STORAGE PROJECT - NOISE AND VIBRATION STUDY

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Location Map

0 750 1,500 Feet

FIGURE 1

- Property to the west, across Vineland Avenue, is zoned Public Facilities (PF-1VL) and Commercial Manufacturing (CM-1VL), and is the location of the East Valley High School campus, as well as an Anawalt Lumber & Materials further north at the intersection of Burbank Boulevard

Project Components

The Applicant requests approvals for the construction, use, and maintenance of a mixed-use building with a primary use for the storage of household goods and offices for artist studio. The proposed four-story building reaches a height of 45 ft over one level of subterranean storage, and includes 63 automobile parking spaces and 32 bicycle parking spaces. Proposed hours of operation are as follows: self-storage office hours (staffed), Monday through Saturday, 8:00 AM to 6:00 PM and Sunday, 9:00 AM to 4:00 PM; self-storage secure customer access, Sunday through Saturday, 5:00 AM to 10:00 PM; and, office suites use (Artist & Maker's Studios) secure access: 24 hours a day, seven days a week.

The proposed building includes self-storage units on all four floor levels, as well as artist studios on the ground and second floors, a gallery on the ground floor, and display space on the second and third floors, respectively, and a ground-floor rental office and loading dock.

The primary use of the Project is the storage of household goods also known as "self-storage." A component of the project also includes office uses designated for artist studios located on the first through third floor levels along the Vineland Avenue frontage. The Applicant intends the office use to be occupied by a tenant known as Artists & Makers Studios, which provides shared office, studio, and resource space to professional visual and performance artists.

Site Parking, Access, and Circulation

A driveway connecting to Vineland Avenue and Cleon Avenue will provide vehicular ingress and egress to the Project Site for access.. Automobile parking is provided in a surface parking lot that wraps around the southerly and easterly sides of the proposed building. The Project will provide 63 automobile parking spaces. The Project will also provide 32 bicycle parking spaces, consisting of 16 short-term and 16 long-term spaces. In accordance with Bureau of Engineering Planning Case Referral Form 201900542, the City may require a five-foot dedication along Vineland Avenue and along Cleon Avenue.

Demolition and Construction

The project would demolish approximately 4,277 SF of existing structures and remove the existing surface parking lot. The existing surface parking lot consists of approximately 68,000 SF of asphalt with 4,500 SF of slab on grade.[2] A preliminary estimate of the duration for each phase of construction, size of the on-site workforce, and off-road equipment needed is provided in **Table 1-1, Demolition and Construction Assumptions**.

[2] Source: Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.

Table 1-1
Demolition and Construction Assumptions

Phase	Duration	Crew	Equipment Type	(# of pieces)
Demolition	20 days	25 workers	Concrete Saw	1
			Dozers	1
			Tractor/Loader/Backhoes	3
Grading	15 days	15 workers	Excavators	1
			Graders	1
			Rubber Tired Dozers	1
			Tractors/Loaders/Backhoes	3
Building Construction	200 days	25 – 100 workers	Cranes	1
			Forklift	1
			Generator Sets	1
			Welders	3
			Tractors/Loaders/Backhoes	1
Paving	10 days	25 workers	Cement and Mortar Mixer	1
			Paver	1
			Paving Equipment	1
			Rollers	1
			Tractor/Loader/Backhoe	1
Architectural Coating	20 days	15 workers	Air Compressor	1

Source: Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.

As shown in Table 1-1, demolition and construction necessitates the use of off-road earth moving equipment such as dozers, forklifts, and tractors equipped with front end loaders and backhoes. Construction also involves trucks for material and supplies delivery, as well as powered hand tools including concrete saws. The Subject Property has sufficient space for temporary construction crew parking and equipment staging to take place on site during all phases of construction, thereby minimizing the interference of construction vehicles with existing vehicle circulation. The grading phase of construction would result in export of 12,500 cubic yards (CY) of soil.[3] The likely destination for export is the Simi Valley Landfill.

[3] Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.

2.0 NOISE AND VIBRATION FUNDAMENTALS

The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

2.1 Noise Characteristics

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level (or energy content), of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived “loudness” of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, additional dB increments are added to noise levels in a 24-hour noise descriptor: either the Day-Night Average Level (Ldn) or the Community Noise Equivalent Level (CNEL). The Ldn metric adds a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 7:00 a.m., while CNEL adds both the 10 dB nighttime penalty and a penalty of 5 dB for the evening hours of 7:00 p.m. to 10:00 p.m.

2.2 Vibration Characteristics

As described in the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual, the operation of construction equipment generates groundborne vibration. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If its amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment such as electron microscopes. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration.

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface. In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Displacement is rarely used to describe ground and structure borne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Vibratory motion is commonly

described by identifying the peak particle velocity (PPV) in inches per second in/sec or root mean square (RMS) vibration velocity in the decibel scale (VdB). PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage and VdB is suitable for evaluating the potential for vibration annoyance to humans.[4] While PPV expresses the peak velocity of a vibration signal, VdB expresses an average of the velocity of a vibration signal, typically over one second. Because vibration signals have a net arithmetic mean of zero, the root mean square (RMS) is used to express the average velocity of the vibration signal. The RMS signal is the square root of the average of the squared amplitude of the signal, typically over a period of one second. While RMS velocity can be expressed in inches per second, it can also be expressed in decibel notation as VdB.

[4] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

3.0 REGULATORY SETTING

Los Angeles General Plan

The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies and programs, and delineates federal, state and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**. As noted in the Noise Element, this element references the City's noise standards contained in Los Angeles Municipal Code (LAMC) Section 111 et seq.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. 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.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

As shown in Table 3-1, for office uses an exterior sound level of up to 65 dB CNEL is normally acceptable for land use compatibility, and up to 75 dB CNEL is conditionally acceptable for new construction after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the project design. Noise levels above 75 dB CNEL are considered normally unacceptable for office uses, where new construction is discouraged and requires a detailed analysis of noise reduction requirements and noise insulation features in project design. For industrial uses, an exterior sound level of up to 70 dB CNEL is normally acceptable for land use compatibility, and up to 75 dB CNEL is conditionally acceptable. Noise levels above 75 dB CNEL are considered normally unacceptable for industrial uses.

California Building Code

Title 24 of the California Code of Regulations for multiple family dwellings, hotel and motel rooms, requires an interior CNEL of 45 dBA. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in residential use, including single-family dwelling units. Since typical noise attenuation within older, existing residential structures with closed windows is at least 20 dBA, an exterior noise exposure of 65 dBA CNEL is generally the noise land-use compatibility guideline for residential dwellings in California. However, newer construction practices with standard features such as mandatory double paned windows typically offer about 30 dB of noise attenuation, which would provide sufficient noise reduction to meet the residential interior noise requirement of 45 dBA CNEL for projects with an exterior noise exposure of up to 75 dBA. Projects that would require windows and doors to remain closed to achieve an acceptable interior noise level will typically necessitate the use of air conditioning and mechanical ventilation. The exterior noise exposure standard for less sensitive land uses such as commercial or industrial is less stringent because commercial uses are not occupied on a 24-hour basis.

Therefore, interior residential noise exposure may not exceed 45 dBA CNEL with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level will typically necessitate the use of air conditioning and mechanical ventilation. For commercial uses, an indoor noise level of 50 dB CNEL is appropriate.

City Noise Ordinance

The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. This Chapter of the LAMC restricts the level of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source, such as a piece of construction equipment.

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases. LAMC Section 111.03 states that if the ambient noise level is less than the presumed ambient noise level, the presumed ambient noise level shall be the minimum ambient noise level for the purposes of the City Noise Ordinance.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB(A)	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4 and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5 and CM	60	55
M1, MR1 and **MR2**	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

As shown in Table 3-2, the presumed ambient daytime noise level for the project site, which is zoned MR2-1VL is 60 dB(A) and the nighttime noise level is 55 dB(A). Some deviation from these noise levels is allowed during the daytime for short-term (less than 15 minute) noise generation. The LAMC provides the following regulatory requirements related to noise generation in the City.

Operational Noise

- LAMC Section 111.03 establishes presumed ambient noise levels as a function of zoning and times of day to be used as a baseline for evaluating noise increases. The site is zoned MR2-1VL (Restricted Light Industrial Zone), which the LAMC indicates would have a presumed ambient noise level of 60 dBA in daytime hours (7:00 a.m. to 10:00 p.m.) and 55 dBA in nighttime hours (10:00 p.m. to 7:00 a.m.), as established in LAMC Section 111.03.
- LAMC Section 112.02 prohibits any heating, ventilation, and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.
- LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 ft of a residence between 10:00 p.m. and 7:00 a.m.
- LAMC Section 114.03 prohibits the loading or unloading of any vehicle or operation of dollies, carts, forklifts or other wheeled equipment which causes any impulsive sound or raucous or unnecessary noise within 200 ft of any residential building between the hours of 7:00 a.m. to 10:00 p.m.

Construction Noise

- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
    - Monday through Friday between 7:00 a.m. to 9:00 p.m.
    - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
    - Sundays, no construction except for individual residents.
- LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to LAMC Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 ft of a residential zone, when measured at a distance of 50 ft from the source, is prohibited unless compliance is technically infeasible.

LAMC Section 112.05 states the following:

> Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:
>
> (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
>
> (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; and
>
> (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.
>
> The noise limits for particular equipment listed above in (a), (b), and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.
>
> Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Pursuant to LAMC Section 112.05, the impact analysis of construction noise presented in Chapter Six is based on the potential for the project to result in construction noise levels exceeding 75 dBA at a distance of 50 feet.

Groundborne Vibration

When construction equipment travels over unpaved surfaces or engages in soil movement, construction activities generate groundborne vibration. The effects of groundborne vibration include the discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building.[5] The "soft" sedimentary conditions of much of southern California dampen groundborne vibration over a relatively short distance.

Because vibration is typically not an issue, few local jurisdictions have adopted regulatory standards specifically pertaining to groundborne vibration. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (e.g., cracking foundations or stucco) rather than to human annoyance.

[5] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

Groundborne vibration from construction activities rarely reach levels that can damage structures. Although there are no officially adopted regulatory standards for the point at which groundborne vibration levels could cause structural damage, the Federal Transit Administration (FTA) provides guidelines found in **Table 3-3, Structural Vibration Damage Criteria**.

Table 3-3
Structural Vibration Damage Criteria

Building/Structural Category	PPV, in/sec	Approximate Vibration Velocity Level (VdB)
Reinforced-concrete, steel, or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.		

As shown in Table 3-3, vibration damage criteria for structural damage depend on the building type of the structure affected. For the purpose of the impact analysis presented in Chapter Six, the damage criteria shown in Table 3-3 is used as a threshold of significance.

Table 3-4, **Groundborne Vibration Criteria for General Assessment,** provides transient vibration potential criteria as a guideline to consider for vibration annoyance in terms of human response. As shown in Table 3-4, human responses to groundborne vibration vary depending on the frequency of events. According to the FTA Transit Noise and Vibration Assessment Manual, frequent events occur more than 70 times per day, occasional events occur 30 to 70 times per day, and infrequent events occur fewer than 30 times per day. For the purpose of the impact analysis presented in Chapter Six, a human response threshold of 65 vibration velocity decibels (VdB) is used as an assessment criterion for highly sensitive land uses such as recording studios,[6] 80 VdB is used as an assessment criterion for residential land uses, and 83 VdB is used as an assessment criterion for sensitive institutional land uses such as schools, churches and certain commercial uses.

[6] Recording studios are also referred to specifically in the FTA Transit Noise and Vibration Assessment Manual, in Table 6-4, which reiterates that a 65 VdB criterion for the assessment of vibration annoyance is applicable to recording studios.

Table 3-4
Groundborne Vibration Criteria for General Assessment

Land Use Category	Groundborne Vibration Impact Levels (VdB)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations[1]	65 VdB	65 VdB	65 VdB
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use[2]	75 VdB	78 VdB	83 VdB

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018 Table 6-3.

[1] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

[2] This category includes institutions and offices that have vibration-sensitive equipment and have the potential for activity interference such as schools, churches and doctors' offices. Commercial or industrial locations including office buildings are not included in this category unless there is vibration-sensitive activity or equipment within the building.

4.0 EXISTING CONDITIONS

4.1 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The presumed ambient daytime noise level for the project site, which is zoned MR2-1VL, is 60 dBA and the presumed ambient nighttime noise level is 55 dBA. LAMC Section 111.03 notes that where the measured ambient noise level is less than the presumed ambient noise level, the presumed ambient noise shall be deemed to be the minimum ambient noise level. Where the actual ambient noise level is measured, and is found to be higher, this actual ambient level may be used as the existing conditions baseline. To obtain existing ambient noise levels at the project site, Envicom Corporation measured ambient noise levels on Tuesday, January 14, 2020, in 15-minute intervals[7] at four locations on the project site as shown in **Figure 2, Ambient Noise Measurement Locations**. **Table 4-1, Ambient Noise Measurements**, shows the ambient noise levels measured at these locations.

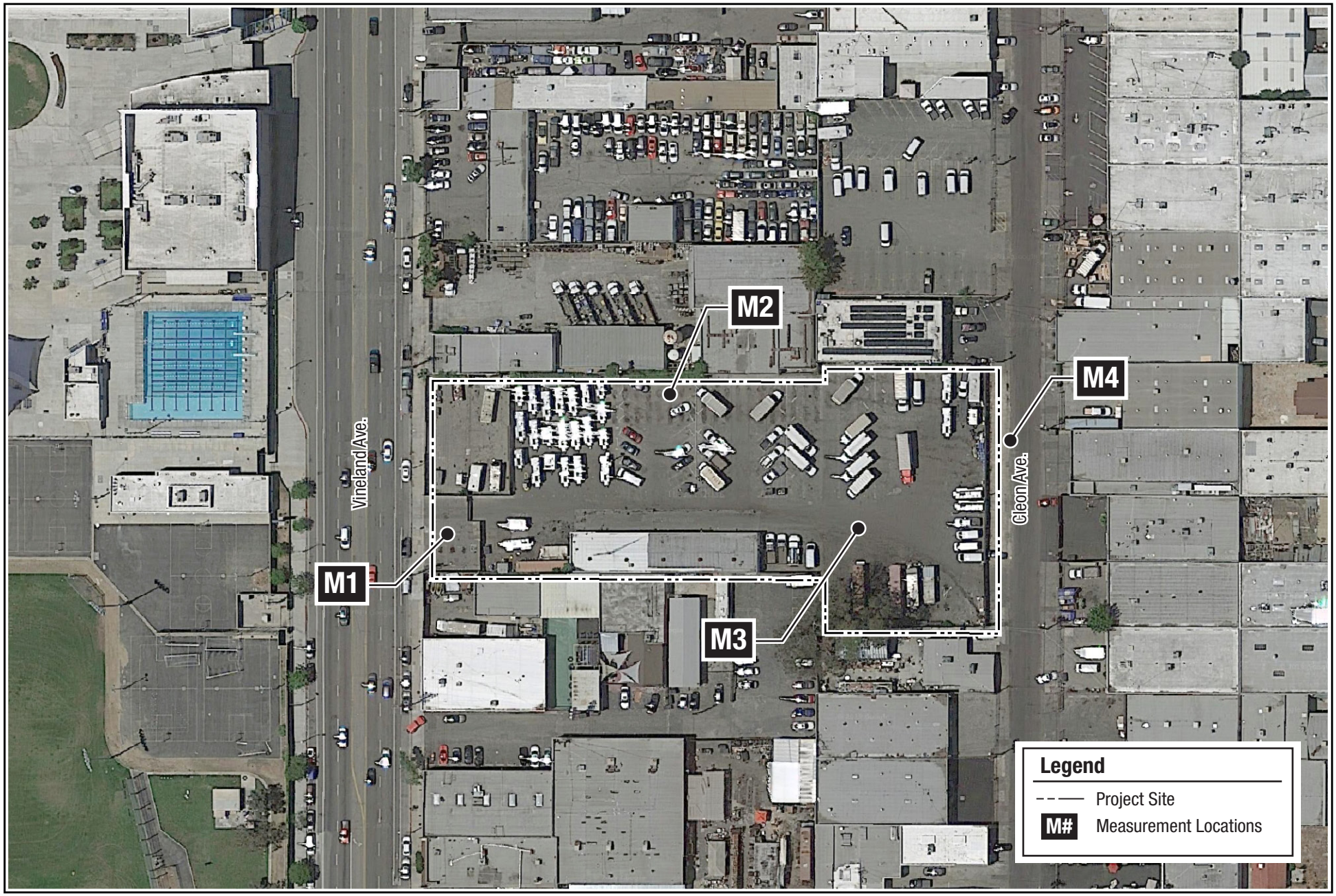
Table 4-1
Ambient Noise Measurements

Number	Location	Time	dBA Leq[1]	Primary Noise Sources
M1	Project Site – Southwestern Corner	9:58 a.m. – 10:13 a.m.	71.3	Traffic on Vineland Avenue.
M2	Project Site – Northern Boundary	10:25 a.m. – 10:40 a.m.	62.5	Machinery at the industrial land use to the north and distant traffic on Vineland Avenue, shielded by existing metal fence.
M3	Project Site – Southern Boundary	10:50 a.m. – 11:00 a.m., 11:08 a.m. – 11:13 a.m.[2]	51.9	Distant traffic on Vineland Avenue, partially shielded by existing metal fence. Industrial activity on Cleon Avenue, shielded by existing metal fence.
M4	Cleon Avenue – Near Northwestern Corner of Project Site[3]	11:32 a.m. to – 11:47 a.m.	71.2	Industrial activity at the industrial land use at 5446 Cleon Avenue and occasional vehicles including trucks traveling and maneuvering on Cleon Avenue.

Source: Envicom Corporation, field visit January 14, 2020. Measured using a Casella CEL-633C Sound Level Meter meeting the American National Standards Institute (ANSI) Type 1 standard.
[1] Leq is the average noise level equivalent to the energy content of the time period.
[2] The measurement was paused for nearby idling diesel truck on project site.
[3] The measurement was taken outside of the project site due to the presence of an existing metal fence surrounding the majority of the project, which would be demolished by the project.

As shown in Table 4-1, measured ambient noise levels range from 51.9 to 71.3 dBA Leq. because measured noise level at M3 (51.9 dBA Leq) is lower than the base ambient noise level of 60 dBA, the base ambient noise level will be used as the ambient noise level for that area of the project site. Therefore, noise levels of 60 to 71.3 dBA Leq will be used as the existing daytime ambient noise levels for the purpose of this study and 55 dBA Leq will be used as the existing nighttime ambient noise level.

[7] In accordance with LAMC Section 111.01, Definitions, subsection (a), "Ambient Noise," that states "ambient noise shall be over a period of at least 15 minutes."



Sources: Google Earth Pro, June 8, 2018.

envicom

Ambient Noise Measurement Locations

0 50 100 Feet

FIGURE 2

4.2 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Primary municipal authority is regulation of land use. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration and Caltrans.

Existing sources of transportation noise in the project vicinity include traffic Vineland Avenue and aircraft from Hollywood Burbank Airport.

4.3 Ambient Vibration Levels

Traffic on roadways in the project vicinity, including heavy trucks, are unlikely to generate substantial levels of groundbourne vibration due to the smooth condition of the pavement on surface streets in the project vicinity.

5.0 THRESHOLDS OF SIGNIFICANCE

This Chapter presents thresholds of significance for noise from the State CEQA Guidelines approved by the California Office of Administrative Law on December 28, 2018. Project noise and vibration impacts are measured against these thresholds of significance. Local standards codified in the LAMC refine these thresholds by establishing standards.

5.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines presents the following thresholds related to noise:

XIII. NOISE. Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

5.1.1 Standards Established in the Local General Plan and Noise Ordinance

Operational Noise

Local General Plan

In considering whether operation of the project could exceed noise standards, the Noise Element of the City General Plan considers noise levels less than 65 dB CNEL to be normally acceptable for office land uses. Noise levels of up to 75 dB CNEL for office uses remain conditionally acceptable if measures to reduce such exposure have been taken. Noise Element of the City General Plan considers noise levels less than 70 dB CNEL to be normally acceptable for industrial land uses and noise levels of up to 75 dB CNEL for industrial uses remain conditionally acceptable.

Noise Ordinances

LAMC Section 112.02 prohibits any HVAC systems within any zone of the City from causing an increase in the ambient noise levels on any other occupied property by more than 5 dBA. For a condominium, apartment house, duplex, or attached business, an HVAC system may not increase the ambient noise within any adjoining unit level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 ft of a residence between 10:00 p.m. and 7:00 a.m.

Construction Noise

In considering whether project construction could generate a substantial temporary increase in ambient noise levels in excess of established standards, LAMC Section 112.05 sets a construction noise standard of 75 dBA at 50 ft, which is used as a threshold of significance in this noise study.

5.1.2 Standards for Excessive Groundborne Vibration

For the purpose of analyzing groundborne vibration impacts in terms of human response, the following analysis relies on the FTA assessment criterion of 65 VdB for highly sensitive land uses such as recording studios, 80 VdB for residential buildings and 83 VdB for institutional land uses, (see Table 3-4). For the purpose of analyzing groundborne vibration impacts in terms of potential structural damage, the following analysis relies on an FTA guideline criterion of 0.2 PPV in/sec for non-engineered timber and masonry buildings as the threshold of significance (see Table 3-3).

5.1.3 Standards for Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 75 dB CNEL for office and light industrial uses is the threshold of significance from the Noise Element of the City General Plan.

6.0 IMPACT ANALYSIS

The following analysis evaluates the noise and groundborne vibration impacts resulting from both construction and operation of the proposed project. Expected construction noise levels are based on reference noise levels for comparable construction equipment in the FTA Construction Noise Handbook. Expected operational noise levels are based on manufacturer's specifications for the proposed HVAC units and the guidance in the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol. Groundborne vibration impacts are based on guidance in the FTA Transit Noise and Vibration Impact Assessment Manual. The analysis then considers whether these impacts would exceed thresholds of significance and provides measures to reduce these impacts where warranted.

6.1 Temporary or Permanent Increase in Ambient Noise Levels

Temporary increases in ambient noise levels would occur during Project construction. Permanent increases in ambient noise levels would be due to operation of Project components, such as roof-mounted HVAC units and vehicle trips generated on local roadways. The following impact analysis considers each of these types of noise impacts.

Construction Noise

The Construction Noise Handbook prepared by the Federal Highway Administration includes a national database of construction equipment noise levels. The Federal Highway Administration uses these reference noise emission levels in the Roadway Construction Noise Model. **Table 6-1, Construction Equipment Noise Levels,** identifies highest (Lmax) noise levels associated with the quantity and type of construction equipment. Table 6-1 lists equipment types and quantities similar to those anticipated to be used for the Project. Table 6-1 is organized by equipment and describes the noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in LAMC Section 112.05.

The Roadway Construction Noise Model also provides an acoustical usage factor which estimates the fraction of time each piece of equipment is operating at full power during construction. The acoustical usage factor (U.F.), is a key input used to calculate sound levels averaged over time expressed as Leq. Table 6-1 adjusts the maximum noise levels (Lmax) using the U.F. published in the Federal Highway Administration Construction Noise Handbook. The sound level prediction equation is expressed as follows for the hourly average sound level (Leq) at distance (D) between the source and receiver.

$$Leq = Lmax - 20 \bullet \log (D/50) + 10 \bullet \log (U.F./100) - I.L.$$

Where:

Lmax is the published reference noise level at 50 ft
U.F. is the acoustical usage factor for full power operation per hour
I.L. is the insertion loss for any intervening barriers

Table 6-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type [1]	Lmax at 50 ft (dBA) [2, 3]	Usage Factor (U.F.) [4]	Hourly Leq at 50 ft (dBA)
Demolition	1 Concrete/Industrial Saw	90	20	83
	1 Rubber-tired Dozer	82	40	78
	3 Tractors/Loaders/Backhoes	79	40	75
Grading	1 Excavator	81	40	77
	1 Grader	85	40	81
	1 Rubber-tired Dozer	82	40	78
	3 Tractors/Loaders/Backhoes	79	40	75
Building Construction	1 Crane	81	16	73
	1 Forklifts	75	20	68
	1 Generator Set	81	50	78
	3 Welders	74	40	70
	1 Tractors/Loaders/Backhoes	79	40	75
Paving	1 Cement/Mortar Mixers	79	40	75
	1 Paver	77	50	74
	1 Paving Equipment	83	20	76
	1 Roller	80	20	73
	1 Tractors/Loaders/Backhoes	79	40	75
Architectural Coating	1 Air Compressor	78	40	74

[1] Construction Equipment List from Larry Damato, Principal at DAI General Contracting, email correspondence with Envicom Corporation, December 30, 2019.
[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
[3] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.
[4] Usage Factor (U.F.) is the portion of time equipment is operating at full power.

As shown in Table 6-1, the construction equipment that could generate the highest noise level is a concrete saw which would generate a maximum noise level of 90 dBA Lmax at 50 ft and an average noise level of 83 dBA Leq at 50 ft. Construction proceeds in phases such as demolition, site preparation, rough grading, final grading, and building construction. Each phase involves the use of different types of construction equipment. Therefore, at any particular phase of construction, contractors would use only the types of equipment needed as shown in Table 6-1, rather than using all the equipment throughout all phases. Furthermore, decibels are logarithmic units; therefore, sound levels cannot be added by ordinary arithmetic means. When the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source.

Table 6-1 also shows, based on the acoustical U.F. for the time each piece of equipment is operating at full power during construction, that the loudest piece of equipment would be a concrete saw at 83 dBA Leq at a distance of 50 ft from the source. Based on the noise levels in Table 6-1 and the ambient daytime noise levels discussed in Section 4.1 of this report, average noise levels at 50 ft from the project site would increase by 7 to 21 dBA Leq to the north of the project site, 2 to 12 dBA Leq to the east, 9 to 23 dBA Leq to the south, and 2 to 12 dBA Leq to the west.

Within a residential zone or within 500 ft thereof, the City construction noise threshold is 75 dBA at 50 ft from the source unless compliance is “technically infeasible” despite the use of mufflers, shields, sound

barriers and/or other noise reduction device or techniques during the operation of the equipment (LAMC Section 112.05). Although there are no residential land uses located within 500 ft of the project site, a parcel approximately 385 ft west of the project site associated with East Valley High School is zoned R-4-1L. **Table 6-2, Construction Equipment Noise with Regulatory Compliance**, shows the effect of standard noise reduction features and techniques in the use of construction equipment on the project site at a distance of 50 ft. Standard noise reduction techniques include the use of industrial-grade mufflers on mobile equipment or sound transmission obscuring products, such as acoustical blankets, enclosures, barriers, screens or equivalent around the equipment or construction site.

Table 6-2
Construction Equipment Noise with Regulatory Compliance

Equipment	Lmax at 50 ft (dBA) [1]	Reduction for 75 dBA	LAMC Compliance Reduction Measure [2]	Reduced Lmax at 50 ft (dBA)
Concrete Saw	90	15	Barrier	70
Rubber Tired Dozer	82	7	Muffler	67
Tractor/Loader/Backhoe	79	4	Muffler	64
Excavator	81	6	Muffler	66
Grader	85	10	Muffler	70
Crane	81	6	Muffler	66
Forklift	75	0	None	75
Generator Set	81	6	Muffler	66
Welder	74	0	None	74
Cement and Mortar Mixer	79	4	Muffler	64
Paver	77	2	Muffler	62
Paving Equipment	83	8	Muffler	68
Roller	80	5	Muffler	65
Air Compressor	78	3	Barrier	58

[1] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.
[2] Pursuant to LAMC Section 112.05, compliance refers to the use of mufflers as acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

As shown in Table 6-2, regulatory compliance with LAMC Section 112.05 standards requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment would reduce the construction noise levels from the equipment to 75 dBA or less at 50 ft through industrial-grade mufflers on mobile equipment and barriers or enclosures formed by sound transmission obscuring products around stationary equipment. Specification sheets documenting the reasonably expected effectiveness of mufflers and barriers or enclosures for reducing noise levels are provided in **Attachment A**. Mufflers and sound transmission obscuring products, like barriers or enclosures, are available from a variety of manufacturers, the examples provided in Attachment A show the reasonably expected effectiveness of these products in reducing noise levels. With reduction measures, average levels at 50 ft from the project site would temporarily increase by 1 to 19 dBA Leq to the north of the project site, 0 to 10 dBA Leq to the east, 1 to 21 dBA Leq to the south, and 0 to 10 dBA Leq to the west. Therefore, construction-related temporary noise level increases would be less than significant with regulatory compliance measures incorporated.

Operation

Vehicle Loading and Unloading

The project would include a loading dock in the building for the self-storage units. This dock could potentially be accessed at any time during the hours of self-storage secure customer access, Sunday through Saturday, 5:00 a.m. to 10:00 p.m. LAMC Section 114.03 prohibits the loading or unloading of any vehicle or operation of dollies, carts, forklifts or other wheeled equipment which causes any impulsive sound or raucous or unnecessary noise within 200 ft of any residential building between the hours of 10:00 p.m. and 7:00 a.m. Although loading and unloading activities would potentially occur before 7:00 a.m., the nearest residential building to the project site located approximately 570 feet south of the project boundary which is far greater than the 200-ft distance specified in the LAMC. Therefore, the hours of vehicle loading and unloading would not be restricted and operational noise from vehicle loading and unloading would be less than significant.

Heating, Ventilation, and Air Conditioning Units

The project proposes a total of 25 roof-mounted HVAC units in two clusters of 12 and 13 each on the north side of the property boundary as shown on the project site plan. Based on the noise levels specified in the manufacturer's specification sheets for models of HVAC unit similar to those expected to be used in the project, each HVAC unit would produce noise levels of 68 dBA at 3.3 ft. This analysis assumes all 25 roof-mounted HVAC units are in simultaneous use as a "worst-case" scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Given that decibels are expressed in logarithmic units, they cannot be added or subtracted arithmetically. The following formula includes the conversion of decibels from logarithmic units to linear units for addition of the decibels and calculation of the increase in ambient noise.

$$L = 10\ log_{10}\left(\sum_{i=1}^{n} 10^{Li/10}\right)$$

Where:

L = *composite noise level*
n = *number of individual noise levels being summed*
L_i = *individual noise level*

Of the adjacent properties, the area which would experience the greatest level of noise from HVAC operation would be the industrial land use to the north, nearest to the northwestern cluster of HVAC units. For each of the two clusters of HVAC units, the simultaneous operation of 12 or 13 HVAC units would result in a composite noise level of 78.8 dBA and 79.1 dBA, respectively at a distance of 3.3 ft.

The proposed HVAC units would be required to comply with the City's noise ordinance standards. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA. Distance attenuation for the proposed HVAC units was calculated using the following formula to calculate the noise level (L_2) in dB depending on distance (r_2) based on specification sheets from an HVAC unit manufacturer.

$$L_2 = L_1 - 20 \cdot \log (r_2 / r_1)$$

Where:

L_2 = *noise level at a given distance*
L_1 = *reference noise level*
r_1 = *reference distance*
r_2 = *given distance*

The equation above provides a distance attenuation of 5.2 dBA at an averaged distance of 6 ft (the nearest portion of a property line to an HVAC cluster) relative to the reference distance of 3.3 ft for the northwestern cluster of HVAC units. At that location, the northeastern cluster of HVAC units would be 180 ft away, providing a distance attenuation of 34.7 dBA. In addition, the parapet and roofline of the building would provide a barrier attenuation of 22 to 24 dBA .[8]

Table 6-3
HVAC Noise Levels

HVAC Source	Reference HVAC Noise Level at 3.3 ft (dBA)	Quantity	Composite Noise Level (dBA Leq)	Average Distance to Receptor (ft)	Distance Attenuation (dBA)	Parapet/ Roofline Reduction (dBA) [2]	Noise Level (dBA Leq)
Northwest	68[1]	13	79.1	6	5.2	24	49.9
Northeast		12	78.8	180	34.7	22	22.1
Total		25	82.0	--			50.0

[1] York International Corporation, Technical Guide for R-410A ZE/XN SERIES 3 - 6 TON 60 Hertz. Accessed at https://www.york.com/-/media/york/for-your-workplace-rooftop-units/5190086ytge0718.pdf?la=en on December 27, 2019. Specifications for York Model XN036 3-Ton packaged heating and cooling unit. The specified sound power level (Lw) of 76 dBA, is equivalent to a sound pressure level of 68 dBA Leq at 3.3 feet, assuming a half-spherical propagation of sound due to roof mounting

[2] Calculations based on site plan using equations for barrier attenuation from Bies, David A. and Hansen, Colin H., *Engineering Noise Control*, Third Edition, 2003, pages 393 – 296.

As shown in **Table 6-3, HVAC Noise Levels,** the estimated operative noise level from the 25 proposed HVAC units would be 50.0 dBA Leq at the nearest adjacent property after attenuating for distance and barrier attenuation for the parapet and roofline. Based on the formula for the addition of decibels, the addition of 50.0 dBA from the 25 proposed HVAC units to the ambient daytime Leq would result in a 0.2 dBA increase above the measured daytime ambient noise level of 62.5 dBA at the northern property boundary. At nighttime, the HVAC would result in a 1.2 dBA increase above the presumed nighttime ambient noise level. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02.

Traffic Noise

Upon completion, project-generated vehicle use would incrementally increase traffic noise levels on local streets throughout the Project area. Peak hour traffic volumes for intersections in the project vicinity in the Existing Year (2020) and Opening Year (2023) for without and with project scenarios were obtained

[8] Calculations based on site plan using equations for barrier attenuation from Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition, 2003, pages 393 – 296.

from the project's transportation assessment.[9] The net project trip generation would be 345 daily trips. For the purposes of the following analysis of traffic noise, the peak hour turn volumes were tabulated into segment volumes and converted into average daily trips (ADT). To estimate ADT from peak hour volumes, the p.m. peak hour volumes were multiplied by a standard factor of 10. The traffic noise level increase was calculated by comparing traffic volumes for the "with project" scenario and the "without project" scenario using the following equation:

$$L = 10 \bullet \log (v_2 / v_1)$$

Where:

L = traffic noise level increase
v_2 = with project traffic volume
v_1 = without project traffic volume

Table 6-4, Existing Year Project-Related Traffic Noise Increase shows the existing year (2020) traffic noise increase, and **Table 6-5, Opening Year Project-Related Traffic Noise Increase** shows the opening year (2023) project-related traffic noise increase.

Table 6-4
Existing Year Project-Related Traffic Noise Increase

Roadway Segment	Existing (2020) ADT	Existing (2020) With Project ADT	Existing Project-Related Noise Increase (dBA CNEL)
Vineland Avenue, north of Chandler Boulevard (North)	19,540	19,630	0.0
Vineland Avenue, from Chandler Boulevard (North) to Chandler Boulevard (South)	21,890	22,040	0.0
Vineland Avenue, south of Chandler Boulevard (South)	18,850	18,940	0.0
Chandler Boulevard (South), west of Vineland Avenue	8,960	9,020	0.0
Chandler Boulevard (North), from Vineland Avenue to Cleon Avenue	3,490	3,565	0.1
Chandler Boulevard (North), east of Cleon Avenue	3,150	3,210	0.1
Cleon Avenue, North of Chandler Boulevard (North)	580	710	0.9
Data Source: Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020			

[9] Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020.

Table 6-5
Opening Year Project-Related Traffic Noise Increase

Roadway Segment	Opening Year (2023) ADT	Opening Year (2023) With Project ADT	Opening Year (2023) Project-Related Noise Increase (dBA CNEL)
Vineland Avenue, north of Chandler Boulevard (North)	21,200	21,290	0.0
Vineland Avenue, from Chandler Boulevard (North) to Chandler Boulevard (South)	23,765	23,915	0.0
Vineland Avenue, south of Chandler Boulevard (South)	20,180	20,270	0.0
Chandler Boulevard (South), west of Vineland Avenue	10,010	10,070	0.0
Chandler Boulevard (North), from Vineland Avenue to Cleon Avenue	3,780	3,855	0.1
Chandler Boulevard (North), east of Cleon Avenue	3,420	3,480	0.1
Cleon Avenue, North of Chandler Boulevard (North)	600	730	0.9
Data Source: Overland Traffic Consultants, Inc., Transportation Assessment for Artist Office Suites & Self Storage Mixed-Use Project, August 2020			

As Tables 6-4 and 6-5 show, the project would not increase traffic noise levels on Vineland Avenue and Chandler Boulevard (South). The project would increase traffic noise levels on Chandler Boulevard (North) by 0.1 dBA CNEL in both the existing year and opening year. On Cleon Avenue, the project would increase traffic noise levels by 0.9 dBA CNEL in both the existing year and opening year, as Tables 6-4 and 6-5 show. The project-related traffic noise level increases would be less than 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic-related permanent increases in ambient noise levels would be less than significant.

Landscape Maintenance Noise

Project operations would include the use of lawn mowers, backpack blowers, edgers and landscape maintenance equipment for site upkeep and operations. Contractors would reasonably be expected to conduct routine landscape maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. required by LAMC Section 112.04. As landscape maintenance noise would be regulated by the LAMC, landscape maintenance noise-related permanent increases in ambient noise levels would be less than significant.

6.2 Groundborne Vibration

Construction

Groundborne Vibration Damage Potential

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receptor from the FTA Noise and Vibration Impact Assessment Manual may be used in the following formulas to calculate PPV in/sec.[10]

[10] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018

$$PPV_{equipment} = PPV_{ref} * (25/D)^{1.5}$$

Where:

$PPV_{equipment}$ = peak particle velocity (PPV) in inches/second of the equipment adjusted for distance
PPV_{ref} = reference vibration level (PPV) in inches/second at 25 feet
D = distance from the equipment to the receiver

The predicted vibration levels generated by construction equipment and potential associated structural damage are provided in terms of PPV in/sec **Table 6-6, Groundborne Vibration Damage Potential from Project Construction Equipment**.

Table 6-6
Groundborne Vibration Damage Potential from Project Construction Equipment

Construction Equipment	Reference Vibration Levels at 25 ft	Vibration Levels at Nearest Residential Structures		Vibration Damage Impact Assessment	
	Peak Particle Velocity at 25 ft (in/sec)	Distance (ft)	Peak Particle Velocity (in/sec)	Threshold: Peak Particle Velocity (in/sec)	Exceedance?
Loaded trucks	0.076	15[1]	0.164	0.2	No
Small bulldozer	0.003	<15	>0.006	0.2	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a project feature, loaded trucks would not operate within 15 feet of any off-site structure, nor within 135 feet of any recording studio.

It is not anticipated that large bulldozers or similar equipment would be used on site due to the limited space for movement within the subterranean level when excavated, but that smaller grading equipment would be used, such as small bulldozers, excavators, backhoes or loaders. It is also not anticipated that hoe rams or hydraulic breakers would be used for pavement demolition. The project construction phases that would utilize the largest equipment (i.e. loaded trucks) are the demolition and grading phases, which would be estimated to last only 4 and 3 weeks, respectively. During these times, the equipment would be mobile, moving across the site, and would generally be distant from any single structure. In addition, the timing of these activities would be restricted to daylight hours, within the hours specified by the LAMC.

The greatest vibration levels would be generated by loaded trucks which would generate vibration levels of 0.076 PPV in/sec at 25 feet. The groundborne vibration structural damage criteria for non-engineered timber or masonry buildings is 0.2 PPV in/sec. The off-site structures nearest to the Project boundary are the recording studio and light industrial uses adjacent to the southern project construction boundary and the light industrial use adjacent to the northern construction boundary. However, as a project feature, loaded trucks would not operate within 15 feet of any off-site structure. Therefore, vibration levels at the nearest structures would not exceed 0.164 PPV in/sec, which would be below the applicable structural damage criteria of 0.2 PPV in/sec, and no vibration damage impact would occur, as shown on Table 6-6.

Groundborne Vibration Annoyance Potential

The reference vibration levels at 25 feet between the source and receptor from the FTA Noise and Vibration Impact Assessment Manual may be used in the following formulas to calculate vibration velocity level (Lv) in VdB for other distances.[11]

$$Lv_{distance} = Lv_{ref} - 30 * \log * (D/25)$$

Where:

$Lv_{distance}$ = the root mean square (RMS) velocity level adjusted for distance
Lv_{ref} = the reference RMS velocity level at 25 feet
D = distance from the equipment to the receiver

The predicted vibration levels generated by construction equipment and potential associated human annoyance impacts to nearby vibration-sensitive receptors are provided in terms of VdB in **Table 6-7, Groundborne Vibration Annoyance Potential from Project Construction Equipment**.

Table 6-7
Groundborne Vibration Annoyance Potential from Project Construction Equipment

Receptor	Construction Equipment	Reference Vibration Levels	Attenuated Vibration Levels		Vibration Annoyance Impact Assessment	
		VdB at 25 ft	Distance (ft)	VdB	Vibration Annoyance Criteria (VdB)	Exceedance?
Cristal Clarity Recording Studio (South)	Loaded trucks	86	130[1]	65	65	No
	Small bulldozer	58	<15	>65	65	Yes
Blue Palm Mixing and Recording (East)	Loaded trucks	86	130	65	65	No
	Small bulldozer	58	75	44	65	No
East Valley High School (West)	Loaded trucks	86	115	66	83	No
	Small bulldozer	58	115	38	83	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a project feature, loaded trucks would not operate within 130 feet of any recording studio.

As a project feature, loaded trucks would not operate within 130 feet of any recording studio during the times in which recording would occur, to the extent feasible. Based on the equations shown above and the reference levels in Table 6-7, vibration levels at the nearest recording studio adjacent to the southern project boundary (Cristal Clarity Recording Studio), would potentially reach 65 VdB when loaded trucks operate at 130 feet from the studio. This vibration level would not exceed the FTA vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses (e.g. recording studios). However, as Table 6-7 shows, when a small bulldozer operates at less than 15 ft from the recording studio, vibration levels would be 65 VdB or greater, which would exceed the FTA vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses. Recommendations for reducing groundborne vibration are provided in Chapter 7 of this report.

[11] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

As Table 6-7 shows, at the second closest recording studio located approximately 75 feet to the east of the project site, vibration levels would reach 65 VdB when loaded trucks operate at a distance of 130 feet from the structure (55 feet from the eastern construction boundary). This vibration level would not exceed the FTA vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses (e.g. recording studios). All other recording studios in the project vicinity are further away and would therefore experience lower levels of vibration.

The nearest institutional buildings with a vibration-sensitive use are the school buildings to the west of the Project Site across Vineland Avenue. The closest school building is located approximately 115 feet west of the construction boundary and would experience vibration levels of up to 66 VdB when loaded trucks operate at the nearest construction boundary, as Table 6-7 shows. This vibration level would not exceed the FTA vibration impact criterion of 83 VdB for human annoyance at institutional land uses.

As shown in Table 6-7, groundborne noise from a small bulldozer operating at less than 15 feet from the nearest recording studio, Cristal Clarity Recording Studio, would be 65 VdB or greater, which would exceed the Federal Transit Administration vibration impact criterion of 65 VdB for human annoyance at high sensitivity land uses. Therefore, a mitigation measure would be required to reduce annoyance from groundborne vibration resulting from construction activities. With mitigation incorporated, the Project would result in a less than significant impact related to the generation of excessive ground-borne noise levels. **Table 6-8, Mitigated Groundborne Vibration Annoyance Potential from Construction Implementation**, shows the effect the Mitigation Measure would have on mitigating groundborne vibration within 15 feet of the recording studio adjacent to the southern Project Site boundary.

Table 6-8
Mitigated Groundborne Vibration Annoyance Potential from Construction

Receptor	Construction Equipment	Reference Vibration	Attenuated Vibration Levels		Vibration Annoyance Impact Assessment	
		VdB at 25 feet	Distance (feet)	VdB	Vibration Annoyance Criteria (VdB)	Exceedance?
Cristal Clarity Recording (South)	Loaded trucks	86	130[1]	65	65	No
	Small bulldozer	58	15	65	65	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[1] As a Project feature, loaded trucks would not operate within 130 feet of any recording studio.

As shown in Table 6-8, mitigated vibration levels would not exceed the human annoyance criterion for high sensitivity land uses at the nearest recording studio. The Mitigation Measure also provides alternative methods by which the performance standard may be reached. Therefore, with mitigation incorporated, the Project would result in a less than significant impact related to the generation of excessive ground-borne noise levels.

As shown in the preceding analysis, project construction would result in groundborne vibration levels above the applicable thresholds of significance for construction vibration and vibration reduction measures would be required to reduce impacts to less than significant.

Operation

After construction is complete, and the proposed self-storage and office building is occupied, project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from project operations would be further below applicable thresholds.

6.3 Airport Noise

A project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, may result in a significant impact if the project would expose people residing or working in the project area to excessive noise levels. The nearest airport to the project site is the Hollywood Burbank Airport, which is located approximately 1.8 miles to the northeast of the project site. The project is not located in the vicinity of a private airstrip. The site does not fall into either airport land use plan area, Influence Areas, or 65 dBA CNEL noise contour.[12,13] Therefore, the impact of existing aircraft noise on the project site would not exceed the conditionally acceptable noise limit of 75 dBA CNEL for office and industrial land uses and the project would not result in the exposure of residents or those working in the project area to excessive noise levels from a private airstrip or public airport.

[12] Los Angeles County Airport Land Use Commission, Burbank/Glendale/Pasadena Airport, Airport Influence Area, 2003. Accessed on January 14, 2020 at http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf.

[13] Burbank-Glendale-Pasadena Airport Authority, Quarterly Noise Monitoring at Hollywood Burbank Airport First Quarter 2020, July 2020. Accessed on August 24, 2020 at http://hollywoodburbankairport.com/noise-environment/noise-monitoring.

7.0 MEASURES TO REDUCE IMPACTS

7.1 Noise

As shown in Chapter Six, impacts resulting from construction noise would be reduced to 75 dBA or less at 50 feet from the limit of construction activity with use of the following noise reduction techniques as required by LAMC Section 112.05:

- Noise barriers, enclosures or equivalent techniques for concrete saws, air compressors and generators.
- Industrial-grade mufflers or equivalent, on the following types of mobile construction equipment: tractor/loader/backhoes, rubber-tired dozers, cranes, forklifts, cement mixers, pavers and rollers.

Operational noise impacts would be less than significant, thus no added measures to reduce operational noise are required.

7.2 Groundborne Vibration

Construction equipment generally associated with generating high vibration levels, such as vibratory rollers or pile drivers would not be used for Project construction. Based on the anticipated construction equipment that the project proponent indicated would be used onsite, groundborne vibration effects from construction would not exceed applicable guidelines for structural damage of nearby buildings, but a vibration reduction measure would be required to reduce potential human annoyance.

To reduce the impact of groundborne vibration and noise annoyance potential from a bulldozer operating less than 15 feet from the recording studio nearest the southern Project Site boundary, the Applicant shall implement one or more of the following options as a mitigation measure:

- Provide a minimum 15-foot setback of bulldozer activity from the recording studio adjacent to the southern Project Site boundary.
- Substitute equipment with lower groundborne vibration generation potential. This measure would reduce vibration at the adjacent recording studio to a level that would not exceed the human annoyance criterion for high sensitivity land uses.
- Give prior notification to the recording studio to avoid or minimize the interference of Project construction on existing business operations. This measure would reduce activity interference at the recording studio by allowing for the rescheduling of vibration-intensive construction activities (i.e. bulldozer operation within 15-feet of the building) or recording, thereby reducing or eliminating co-occurrence of the sensitive activity with the potential exceedance of vibration criteria.
- If the 15-foot bulldozer setback is not technically feasible, vibrations should be monitored and recorded with seismographs during bulldozer activity within the 15 foot buffer to detect the magnitude of vibration and oscillation experienced by adjacent structures. If the vibration levels at the recording studio exceed 65 VdB (equivalent to approximately 0.007 PPV in/sec), the construction contractor shall modify the procedure to reduce the values to acceptable levels.

Prior to issuance of a grading permit, the Los Angeles Department of Building and Safety (LADBS) shall ensure the applicant notates, on the Project Grading Plan, the appropriate setbacks

or equipment substitutions at final plan check to the satisfaction of LADBS. LADBS shall periodically monitor construction activities to ensure compliance until issuance of Certificate of Occupancy or Use of Land.

As a project feature, loaded trucks would not operate within 15 feet of any off-site structure. Loaded trucks would also not operate within 130 feet from any recording studio during the times in which recording occurs, to the extent feasible. Construction haul routes should use Vineland Avenue rather than Cleon Avenue to the extent feasible.

Additionally, the project would not operate large bulldozers, vibratory rollers, hoe rams or hydraulic break rams. Any bulldozers, rollers or pavement breaking equipment would be small bulldozers, non-vibratory rollers or excavators, loaders or backhoes.

Operational vibration impacts would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. No added measures to reduce operational vibration are required.

8.0 REFERENCES

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NOISE AND VIBRATION STUDY

ATTACHMENT A

Product Specification Sheets

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

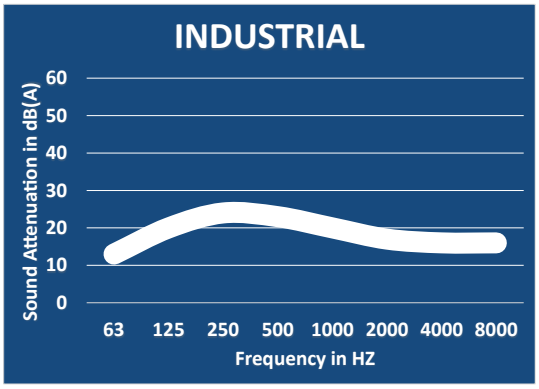
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

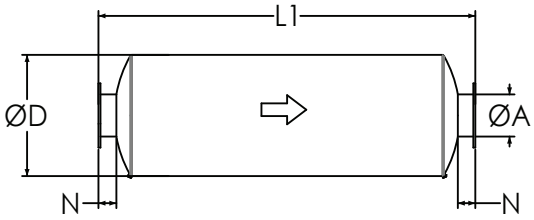
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

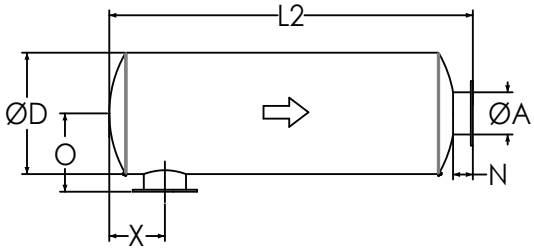
TYPICAL ATTENUATION CURVE



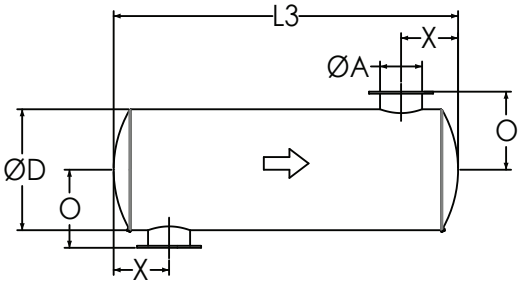
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

APPENDIX H

Supplemental Traffic Assessment, Los Angeles Department of Transportation Review Letter, and Transportation Assessment

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
952 Manhattan Beach Bl, #100
Manhattan Beach, Ca 90266
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

Mixed-Use Project
5444-5458 Vineland Avenue
Supplemental Traffic Assessment
Further Reduced Parking Supply
(LADOT Case No: SFV 19-109032)

The Los Angeles Department of Transportation (LADOT) has reviewed and approved the traffic study analyses of the proposed project at 5444 – 5458 Vineland Avenue as follows:

Original Traffic Assessment::

Overland Traffic Consultants, August 2020

Project Description

Remove existing 4,260 square foot structure and outdoor storage associated with movie gear rental and storage.

Construct 15,120 square feet of artist office suites and 134,880 square feet of self-storage including 740 square feet of self-storage office with 77 parking spaces required but 69 provided as a project feature.

CEAQ Analysis Results

0 Household per Capita Vehicle Miles Traveled (VMT) – No Impact

13.1 Work VMT per employee – Significant Impact -(Threshold is no higher than 11.6)

Fully Mitigated to 11.6 VMT per Capita with:

-Transit Subsides of $2.98 per passenger per day with up to 40% of employees eligible

-Education and Encouragement with Promotions and Marketing

LADOT Review Letter:

Dated September 30, 2020

Concur, significant traffic impacts mitigated with reduced parking feature and mitigation of Transit subsidies of with up to 40% eligible and Promotions and Marketing

The September 30, 2020 LADOT review letter is attached (Attachment A) for reference.

As the entitlement process has continued, the developer has not changed the project description or size but has further reduced vehicle parking from 69 parking spaces to 63 parking spaces. As indicated by an updated VMT calculation (Attachment B), this reduced parking feature reduces the Work VMT per employee impact from 13.1 to 12.6. With this reduced impact, the Education and Encouragement through Promotions and Marketing will remain unchanged as project mitigation. However, the Transit subsides mitigation will be updated from $2.98 per passenger per day with up to 40% of the employees eligible to $1.49 per passenger per day with up to 30% of the employees eligible. This mitigation fully mitigates the Work VMT impact.

ATTACHMENT A

September 30, 2020
LADOT Review Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5444-5458 Vineland Ave
DOT Case No. SFV 19-109032
DOT Project ID No. 49219

Date: September 30, 2020

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT LOCATED AT 5444-5458 VINELAND AVENUE AND 5437-5451 CLEON AVENUE (CPC-2019-7320-VZC-HD-CU-SPR-RDP/ENV-2019-7321-EAF)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants Inc., dated August 2020, for the proposed mixed-use development located at 5444-5458 Vineland Avenue and 5437-5451 Cleon Avenue in the North Hollywood - Valley Village Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of the construction of 15,120 square feet of artists' office suites along Vineland Avenue frontage and 134,880 square feet of self-storage (including 740 square foot self-storage office). The project will provide surface parking along the southern and eastern areas of the site with a total of 69 vehicle parking spaces. The site is currently used for movie gear rental and storage with a 4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the project. Vehicular access to the project's site will be provided via one existing driveway along Vineland Avenue near the southern boundary of the project site and one existing driveway along Cleon Avenue. The project is expected to be completed by the year 2023.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. 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, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. Therefore, a transportation assessment was required. The assessment concluded that implementation of the project would not result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A.** The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the applicant that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 396 net increase in DVT and a 3,555 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the project with the implementation of TDM mitigation strategies would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The project does not involve any design features that are unusual for the area or any incompatible use.

C. <u>CEQA Transportation Analysis</u>

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants Inc., the VMT generated by the project results in 0.0 Household VMT per Capita and 13.1 Work VMT per Employee. After applying Transit Subsidies and Education & Encouragement as TDM mitigation strategies, the analysis results in 0.0 Household VMT per Capita and 11.6 Work VMT per Employee which are acceptable for the South Valley APC. Therefore, it is concluded that the implementation of the proposed project will not result in a significant VMT impact.

D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Chandler Boulevard and Vineland Avenue (South I-S)
- Chandler Boulevard and Vineland Avenue (North I-S)
- Chandler Boulevard and Cleon Avenue
- Vineland Avenue and Project Driveway
- Cleon Avenue and Project Driveway

Existing and Cumulative Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic effect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with cumulative projects for project buildout.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The summary of findings at the study intersections are as follows:

1. The intersection of Chandler Boulevard and Vineland Avenue (South I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

2. The intersection of Chandler Boulevard and Vineland Avenue (North I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

3. The intersection of Chandler Boulevard and Cleon Avenue operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

Project Driveway Queue Evaluation

The project driveway queue evaluation has been conducted using the projected future project traffic volumes in and out of the project driveways located along the east side of Vineland Avenue and the west side of Cleon Avenue. The results of the traffic conditions for the project driveways are as follows:

1. The Vineland Avenue driveway will operate at LOS C during the AM peak hour and LOS D during the PM peak hour under Future (2023) With Full Buildout Project conditions.
2. The Cleon Avenue Driveway will operate at LOS A during the AM and PM peak hour under Future (2023) With Full Buildout Project conditions.

DOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections and driveway locations. The results for the Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project Conditions delay and LOS for the study intersections as well as the Project Driveway Queue Evaluation are shown in **Attachment B.**

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

The following mitigation measures will be implemented to mitigate the Work VMT impact to less than significant:

- Transit Subsidies – 40% of employees of the project will be eligible for a transit subsidy of $2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. No deficiencies were identified resulting from this project that would require corrective action by the applicant.

C. Construction Impacts

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Vineland Avenue** is designated as a Boulevard II roadway which requires a 110-foot-right-of-way with an 80-foot roadway with 15-foot sidewalks. The Vineland Avenue right-of-way is currently 100 feet along the project frontage. The project is required to provide a 5-foot dedication on Vineland Avenue. **Cleon Avenue** is identified as a Local Street which requires a 60-foot right-of-way and 36-foot roadway with 12-foot sidewalks. Currently, there is a 50-foot right-of-way along the project's frontage on Cleon Avenue. The project is required to provide a 5-foot dedication on Cleon Avenue. The applicant should check with 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.

E. Parking Requirements
The traffic study indicated that the project will provide a total of 69 vehicle parking spaces for the self-storage and artists' office suites. Two large truck loading/unloading spaces will be provided on-site. Additionally, the project will provide 15 short-term and 16 long-term bike parking spaces for a total of 31 bike parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation
Vehicle access to the Project's parking is from two existing driveways as illustrated in **Attachment C**. There is currently one driveway on Vineland Avenue near the south boundary of the project site and one driveway on Cleon Avenue near the south boundary of the project site. Both driveway locations will be retained and improved as needed. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with DOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Room 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact DOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of DOT.

G. 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.

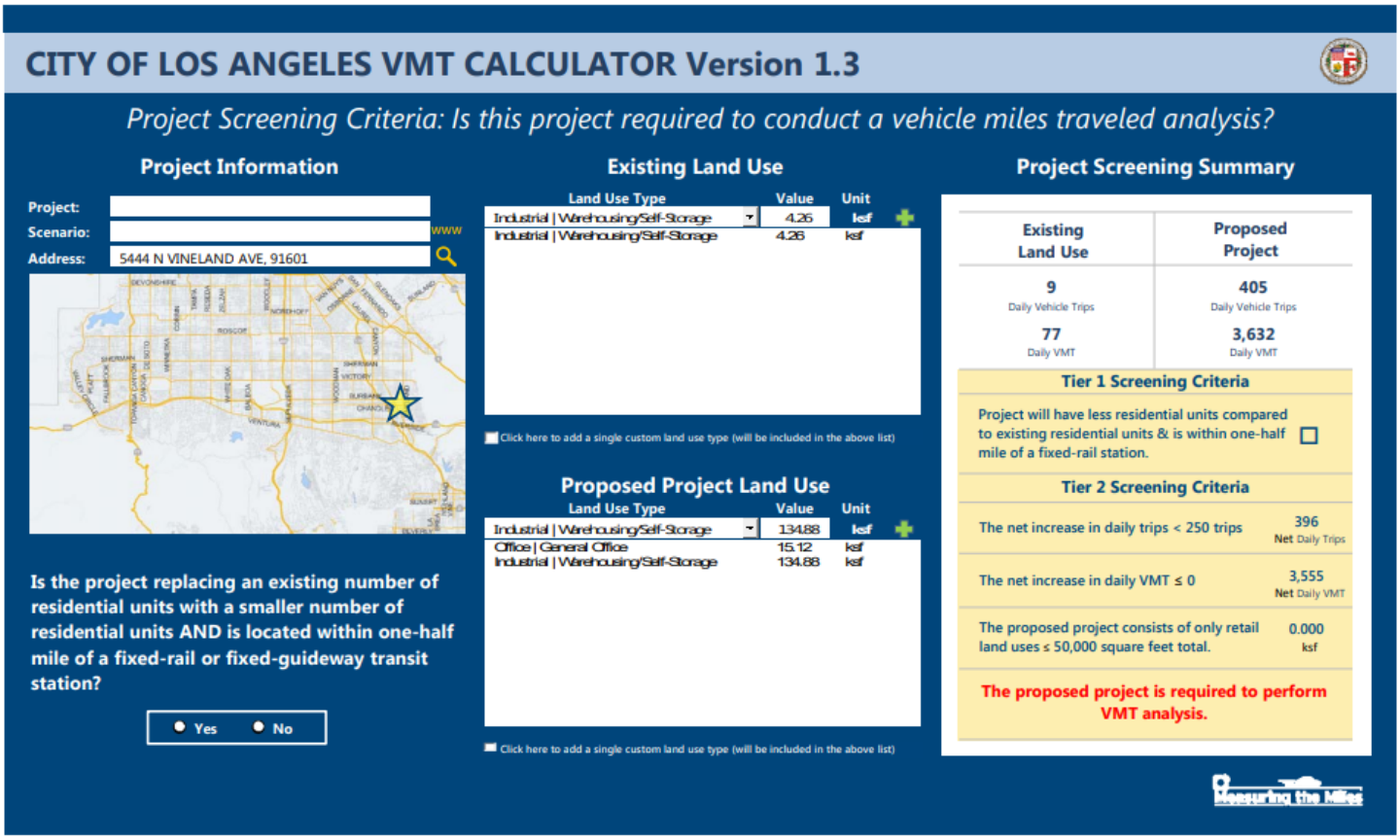
If you have any questions, please contact Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\49219-Vin5444 Artist loft +self storage

cc: Adrienne Asadoorian, Council District 2
Esther Ahn, DCP Expedite Unit
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Elizabeth Fleming, Overland Traffic Consultants, Inc.

Attachment A
City of LA VMT Calculator Results

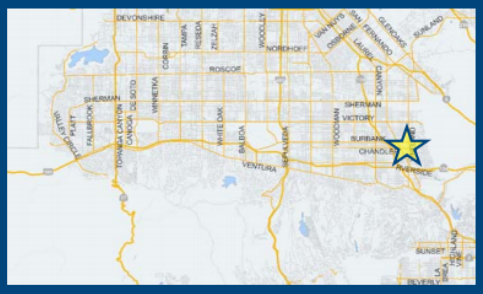


Attachment A (cont'd)
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:
Scenario:
Address: 5444 N VINELAND AVE, 91601



Proposed Project Land Use Type	Value	Unit
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply	77	city code parking provision for the project site
☑ Proposed Prj ☐ Mitigation	69	actual parking provision for the project site
Unbundle Parking ☐ Proposed Prj ☐ Mitigation	100	monthly parking cost (dollar) for the project site
Parking Cash-Out ☐ Proposed Prj ☐ Mitigation	50	percent of employees eligible
Price Workplace Parking	600	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation	200	cost (dollar) of annual permit

B Transit
C Education & Encouragement
D Commute Trip Reductions
E Shared Mobility
F Bicycle Infrastructure
G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
381 Daily Vehicle Trips	338 Daily Vehicle Trips
3,422 Daily VMT	3,022 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
13.1 Work VMT per Employee	11.6 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	Household: No Threshold = 9.4 15% Below APC
Work: Yes Threshold = 11.6 15% Below APC	Work: No Threshold = 11.6 15% Below APC

Attachmet B
Summary of Delay and Levels of Service (LOS)

Existing Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2020)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.1	A	8.1	A
	Vineland Avenue (South I-S)	PM	9.3	A	9.3	A
2	Chandler Boulevard &	AM	5.2	A	5.3	A
	Vineland Avenue (North I-S)	PM	6.6	A	6.8	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.7	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.3	A	SB 9.5	A

s = seconds, EB = Eastbound, SB = Southbouond

Future Cumulative Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.7	A	8.7	A
	Vineland Avenue (South I-S)	PM	9.5	A	9.5	A
2	Chandler Boulevard &	AM	5.4	A	5.5	A
	Vineland Avenue (North I-S)	PM	7.1	A	7.3	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.8	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.4	A	SB 9.7	A

s = seconds, EB = Eastbound, SB = Southbouond

Attachmet B (cont'd)
Summary of Delay and Levels of Service (LOS)

Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Future (2023) With Full Buildout Project	
			Delay (s)	LOS
A	Vineland Avenue &	AM	18.4	C
	Project Driveway	PM	29.3	D
B	Cleon Avenue &	AM	8.6	A
	Project Driveway	PM	8.6	A

s = seconds

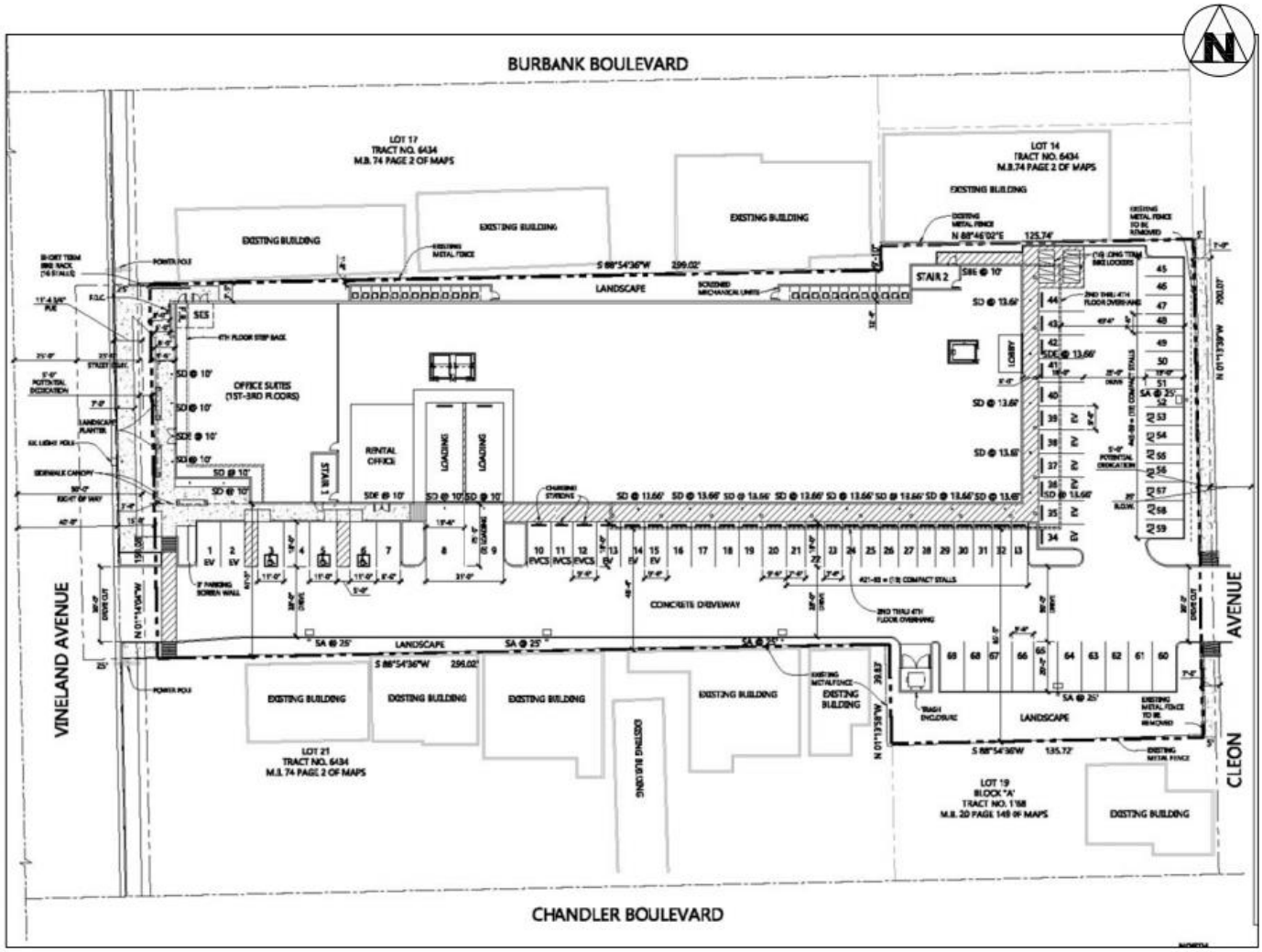
Future Queues at the Project Driveways

No.	Intersection	Peak Hour	Typical (95%) QUEUE LENGTH	
			DIRECTION*	# of Cars
A	Vineland Avenue &	AM	WB	0
	Project Driveway		SBL	0
		PM	WB	1
			SBL	0
B	Cleon Avenue &	AM	EB	0
	Project Driveway		NBL	0
		PM	EB	0
			NBL	0

*
WB = Westbound, EB = Eastbound
SBL = Southbound Left, NBL = Northbound Left

Attacment C
Project Site Plan

EAPC ARCHITECTS



ATTACHMENT B

VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

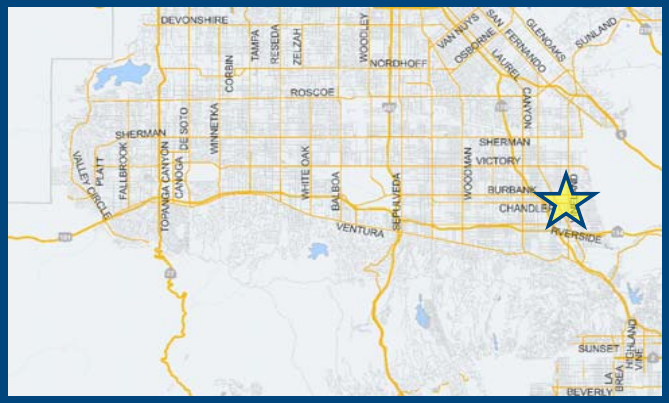
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: www

Address: 5444 N VINELAND AVE, 91601



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
Industrial | Warehousing/Self-Storage	4.26	ksf
Industrial | Warehousing/Self-Storage	4.26	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
Industrial | Warehousing/Self-Storage	134.88	ksf
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	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
9 Daily Vehicle Trips	405 Daily Vehicle Trips
77 Daily VMT	3,632 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	396 Net Daily Trips
The net increase in daily VMT ≤ 0	3,555 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/10/2020

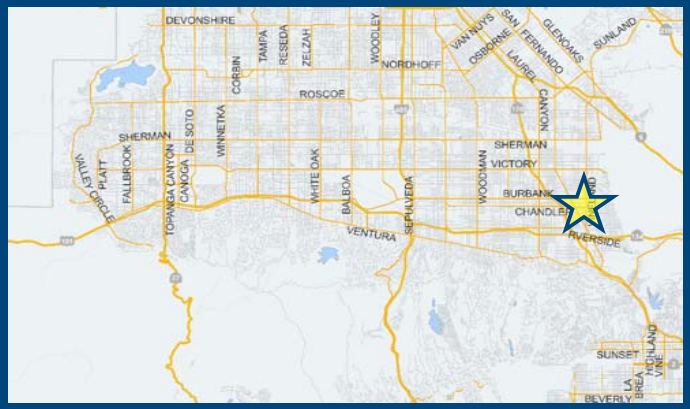
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address: 5444 N VINELAND AVE, 91601



Proposed Project Land Use Type	Value	Unit
Office | General Office	15.12	k
Industrial | Warehousing/Self-Storage	134.88	k

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

77 city code parking provision for the project site

63 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

100 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
366 Daily Vehicle Trips	**338** Daily Vehicle Trips
3,281 Daily VMT	**3,029** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
12.6 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: Yes Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

12/10/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 10, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	15.120	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	134.880	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: December 10, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

Version 1.3

Analysis Results			
Total Employees: 105 Total Population: 0			
Proposed Project		***With Mitigation***	
366	**Daily Vehicle Trips**	**338**	**Daily Vehicle Trips**
3,281	**Daily VMT**	**3,029**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
12.6	**Work VMT per Employee**	**11.6**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No Yes	Household > 9.4 Work > 11.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	77	77
		Actual parking provision (spaces)	63	63
	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%*	30%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$1.49
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

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	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	
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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*13%*
MAX. TDM EFFECT	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*	*10%*	*17%*

= 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: December 10, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

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	0	0.0%	0	8.7	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	88	-4.5%	84	8.1	713	680
Home-Based Work Attraction	152	-19.7%	122	12.0	1,824	1,464
Home-Based Other Attraction	176	-34.7%	115	6.8	1,197	782
Non-Home Based Other Attraction	88	-4.5%	84	8.4	739	706

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	-9.7%	0	0	-16.6%	0	0
Home Based Other Production	-9.7%	0	0	-16.6%	0	0
Non-Home Based Other Production	-9.7%	76	614	-16.6%	70	567
Home-Based Work Attraction	-9.7%	110	1,323	-16.6%	102	1,221
Home-Based Other Attraction	-9.7%	104	706	-16.6%	96	652
Non-Home Based Other Attraction	-9.7%	76	638	-16.6%	70	589

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 105
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,323**	**1,221**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**12.6**	**11.6**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Liz Fleming
Title:	V.P.
Company:	OVERLAND TRAFFIC CONSULTANTS
Address:	952 MANHATTAN BCH BL, #100
Phone:	310 545-1235
Email Address:	LIZ@OVERLANDTRAFFIC.COM
Date:	12-10-20

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5444-5458 Vineland Ave
DOT Case No. SFV 19-109032
DOT Project ID No. 49219

Date: September 30, 2020

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT LOCATED AT 5444-5458 VINELAND AVENUE AND 5437-5451 CLEON AVENUE (CPC-2019-7320-VZC-HD-CU-SPR-RDP/ENV-2019-7321-EAF)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants Inc., dated August 2020, for the proposed mixed-use development located at 5444-5458 Vineland Avenue and 5437-5451 Cleon Avenue in the North Hollywood - Valley Village Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of the construction of 15,120 square feet of artists' office suites along Vineland Avenue frontage and 134,880 square feet of self-storage (including 740 square foot self-storage office). The project will provide surface parking along the southern and eastern areas of the site with a total of 69 vehicle parking spaces. The site is currently used for movie gear rental and storage with a 4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the project. Vehicular access to the project's site will be provided via one existing driveway along Vineland Avenue near the southern boundary of the project site and one existing driveway along Cleon Avenue. The project is expected to be completed by the year 2023.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. 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, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. Therefore, a transportation assessment was required. The assessment concluded that implementation of the project would not result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A.** The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the applicant that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 396 net increase in DVT and a 3,555 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the project with the implementation of TDM mitigation strategies would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The project does not involve any design features that are unusual for the area or any incompatible use.

C. <u>CEQA Transportation Analysis</u>

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants Inc., the VMT generated by the project results in 0.0 Household VMT per Capita and 13.1 Work VMT per Employee. After applying Transit Subsidies and Education & Encouragement as TDM mitigation strategies, the analysis results in 0.0 Household VMT per Capita and 11.6 Work VMT per Employee which are acceptable for the South Valley APC. Therefore, it is concluded that the implementation of the proposed project will not result in a significant VMT impact.

D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Chandler Boulevard and Vineland Avenue (South I-S)
- Chandler Boulevard and Vineland Avenue (North I-S)
- Chandler Boulevard and Cleon Avenue
- Vineland Avenue and Project Driveway
- Cleon Avenue and Project Driveway

Existing and Cumulative Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic effect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with cumulative projects for project buildout.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The summary of findings at the study intersections are as follows:

1. The intersection of Chandler Boulevard and Vineland Avenue (South I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

2. The intersection of Chandler Boulevard and Vineland Avenue (North I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

3. The intersection of Chandler Boulevard and Cleon Avenue operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

Project Driveway Queue Evaluation

The project driveway queue evaluation has been conducted using the projected future project traffic volumes in and out of the project driveways located along the east side of Vineland Avenue and the west side of Cleon Avenue. The results of the traffic conditions for the project driveways are as follows:

1. The Vineland Avenue driveway will operate at LOS C during the AM peak hour and LOS D during the PM peak hour under Future (2023) With Full Buildout Project conditions.
2. The Cleon Avenue Driveway will operate at LOS A during the AM and PM peak hour under Future (2023) With Full Buildout Project conditions.

DOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections and driveway locations. The results for the Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project Conditions delay and LOS for the study intersections as well as the Project Driveway Queue Evaluation are shown in **Attachment B.**

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

The following mitigation measures will be implemented to mitigate the Work VMT impact to less than significant:

- Transit Subsidies – 40% of employees of the project will be eligible for a transit subsidy of $2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. No deficiencies were identified resulting from this project that would require corrective action by the applicant.

C. Construction Impacts

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Vineland Avenue** is designated as a Boulevard II roadway which requires a 110-foot-right-of-way with an 80-foot roadway with 15-foot sidewalks. The Vineland Avenue right-of-way is currently 100 feet along the project frontage. The project is required to provide a 5-foot dedication on Vineland Avenue. **Cleon Avenue** is identified as a Local Street which requires a 60-foot right-of-way and 36-foot roadway with 12-foot sidewalks. Currently, there is a 50-foot right-of-way along the project's frontage on Cleon Avenue. The project is required to provide a 5-foot dedication on Cleon Avenue. The applicant should check with 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.

E. Parking Requirements
The traffic study indicated that the project will provide a total of 69 vehicle parking spaces for the self-storage and artists' office suites. Two large truck loading/unloading spaces will be provided on-site. Additionally, the project will provide 15 short-term and 16 long-term bike parking spaces for a total of 31 bike parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation
Vehicle access to the Project's parking is from two existing driveways as illustrated in **Attachment C**. There is currently one driveway on Vineland Avenue near the south boundary of the project site and one driveway on Cleon Avenue near the south boundary of the project site. Both driveway locations will be retained and improved as needed. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with DOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Room 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact DOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of DOT.

G. 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.

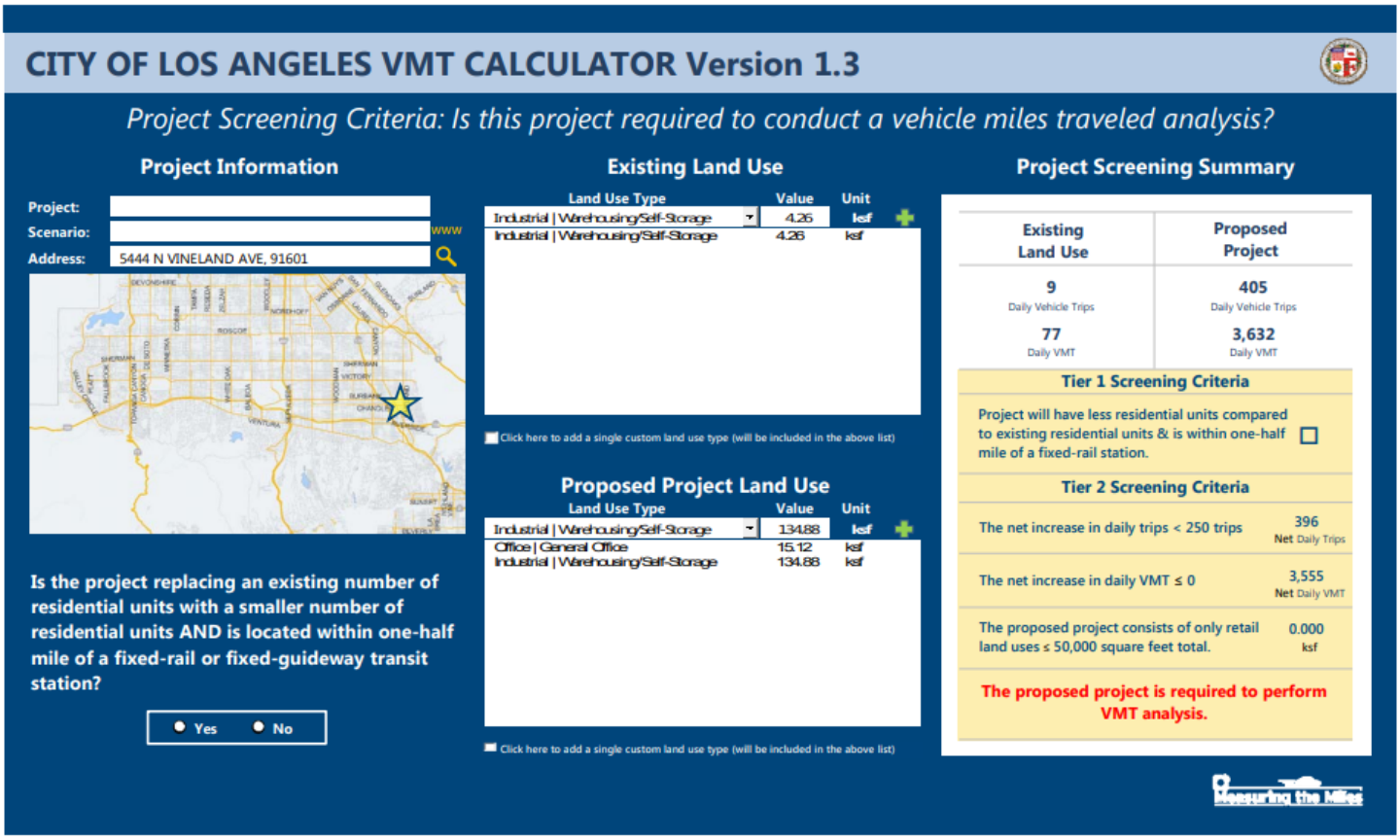
If you have any questions, please contact Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\49219-Vin5444 Artist loft +self storage

cc: Adrienne Asadoorian, Council District 2
Esther Ahn, DCP Expedite Unit
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Elizabeth Fleming, Overland Traffic Consultants, Inc.

Attachment A
City of LA VMT Calculator Results

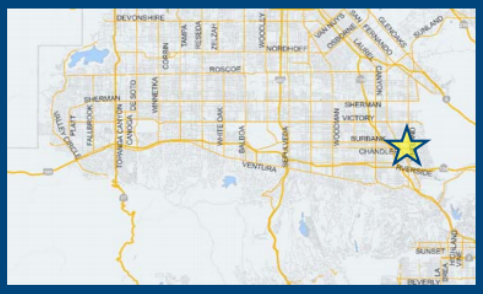


Attachment A (cont'd)
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:
Scenario:
Address: 5444 N VINELAND AVE, 91601



Proposed Project Land Use Type	Value	Unit
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply	77	city code parking provision for the project site
☑ Proposed Prj ☐ Mitigation	69	actual parking provision for the project site
Unbundle Parking ☐ Proposed Prj ☐ Mitigation	100	monthly parking cost (dollar) for the project site
Parking Cash-Out ☐ Proposed Prj ☐ Mitigation	50	percent of employees eligible
Price Workplace Parking	600	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation	200	cost (dollar) of annual permit

B Transit
C Education & Encouragement
D Commute Trip Reductions
E Shared Mobility
F Bicycle Infrastructure
G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
381 Daily Vehicle Trips	338 Daily Vehicle Trips
3,422 Daily VMT	3,022 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
13.1 Work VMT per Employee	11.6 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	Household: No Threshold = 9.4 15% Below APC
Work: Yes Threshold = 11.6 15% Below APC	Work: No Threshold = 11.6 15% Below APC

Attachmet B
Summary of Delay and Levels of Service (LOS)

Existing Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2020)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.1	A	8.1	A
	Vineland Avenue (South I-S)	PM	9.3	A	9.3	A
2	Chandler Boulevard &	AM	5.2	A	5.3	A
	Vineland Avenue (North I-S)	PM	6.6	A	6.8	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.7	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.3	A	SB 9.5	A

s = seconds, EB = Eastbound, SB = Southbouond

Future Cumulative Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.7	A	8.7	A
	Vineland Avenue (South I-S)	PM	9.5	A	9.5	A
2	Chandler Boulevard &	AM	5.4	A	5.5	A
	Vineland Avenue (North I-S)	PM	7.1	A	7.3	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.8	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.4	A	SB 9.7	A

s = seconds, EB = Eastbound, SB = Southbouond

Attachmet B (cont'd)
Summary of Delay and Levels of Service (LOS)

Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Future (2023) With Full Buildout Project	
			Delay (s)	LOS
A	Vineland Avenue &	AM	18.4	C
	Project Driveway	PM	29.3	D
B	Cleon Avenue &	AM	8.6	A
	Project Driveway	PM	8.6	A

s = seconds

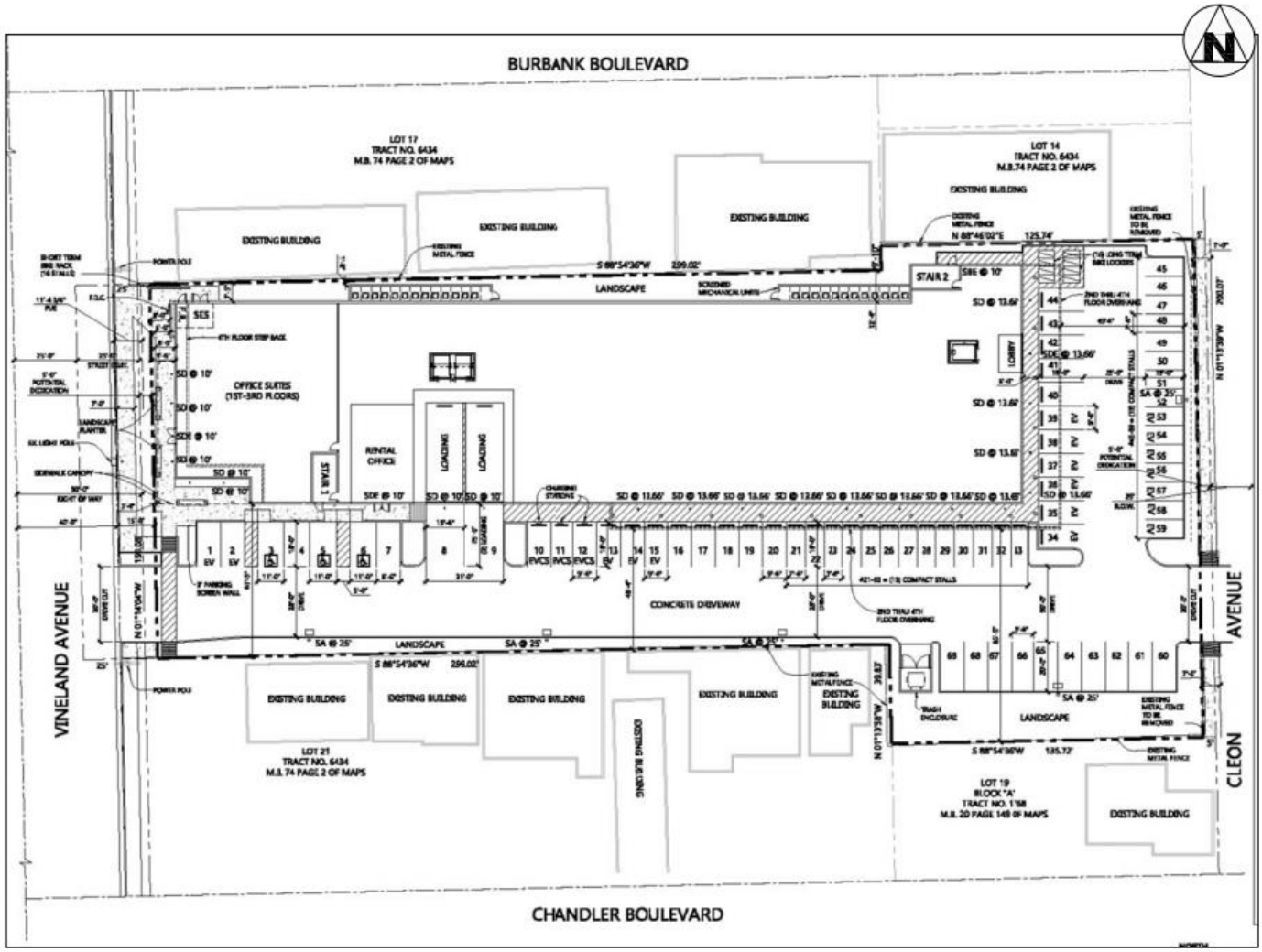
Future Queues at the Project Driveways

No.	Intersection	Peak Hour	Typical (95%) QUEUE LENGTH	
			DIRECTION*	# of Cars
A	Vineland Avenue &	AM	WB	0
	Project Driveway		SBL	0
		PM	WB	1
			SBL	0
B	Cleon Avenue &	AM	EB	0
	Project Driveway		NBL	0
		PM	EB	0
			NBL	0

*
WB = Westbound, EB = Eastbound
SBL = Southbound Left, NBL = Northbound Left

Attacment C
Project Site Plan

EAPC ARCHITECTS



Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT FOR ARTIST OFFICE SUITES & SELF STORAGE MIXED-USE PROJECT

Located at
5444-5458 Vineland Avenue &
5437-5451 Cleon Avenue
in the North Hollywood-Valley Village Community Plan Area
in the City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

August 2020

TRANSPORTATION ASSESSMENT
ARTIST OFFICE SUITES & SELF STORAGE
MIXED – USE PROJECT

Located at 5444 Vineland Avenue
in the North Hollywood – Valley Village
Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
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August 2020

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project to include artists' office suites and self-storage located at 5444 Vineland Avenue. The Project extends from the east side of Vineland Avenue north of Chandler Boulevard to Cleon Avenue in the North Hollywood – Valley Village Community Plan area.

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State's California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non-CEQA analysis and review for projects. The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address potentially identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in the Los Angeles Municipal Code (LAMC).

Project Description

The Project is located at 5444 Vineland Avenue in the North Hollywood area of east San Fernando Valley in the City of Los Angeles. The Project has frontage along Vineland Avenue to the west and Cleon Avenue to the east. North and south of the property are neighboring businesses. The lot is currently used for movie gear rental and storage with a

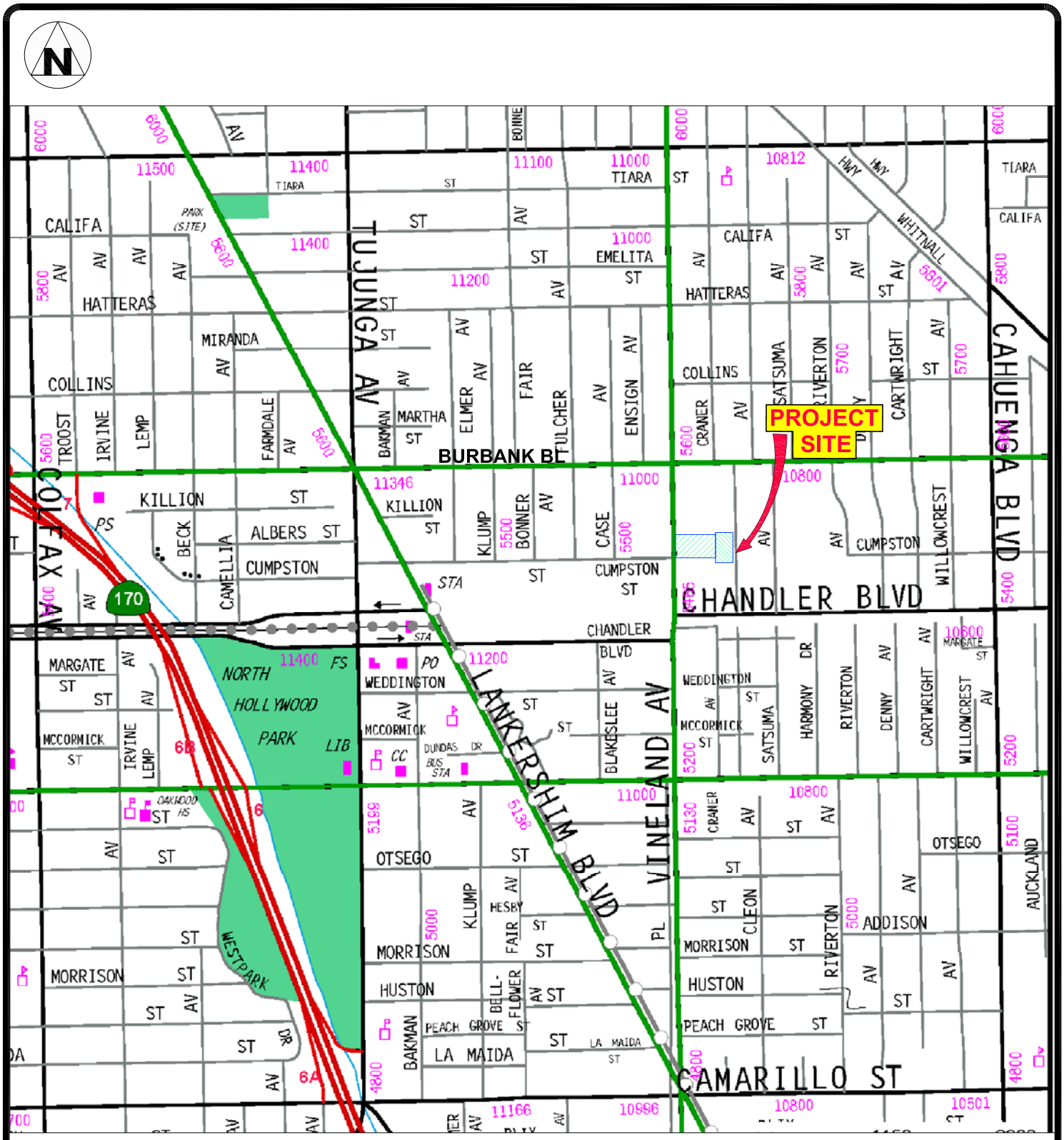

FIGURE 1

2/2020

PROJECT LOCATION

Overland Traffic Consultants, Inc.
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4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the Project.

The Project includes the construction of 15,120 square feet of artists office suites and 134,880 square feet of self-storage (including 740 square foot self-storage office). Project buildout it anticipated to be completed in year 2023.

Parking and Access

The Project will provide a surface parking along the southern and eastern areas of the site. Two driveways will be provided near the southern boundary of the Project site with one along Vineland Avenue and the second along Cleon Avenue. There are driveways that currently exist at these locations. No additional driveways will be constructed. The northern and southern boundaries of the site will be enhanced with landscaping.

The project requires 45 vehicle parking spaces for the self-storage and 32 vehicle parking spaces for the artists' office suites (considered office) for a total of 77 parking spaces for the proposed Project per LAMC. The Project will provide a total of 69 vehicle parking spaces after permissible replacement of vehicle parking spaces with bicycle parking spaces at a ratio of four bicycle space per vehicle space (maximum of 20% of the commercial spaces may be replaced). Two large truck loading/unloading spaces will be provided on-site.

LAMC requires one short term bicycle space per 10,000 square feet of office and one long term bicycle space per 5,000 square feet of office (minimum two of each). The warehouse is required to provide one short term and one long term bicycle parking space per 10,000 square feet. A total of 5 office bicycle parking spaces will be required (two short term and three long term) and 26 warehouse bicycle parking spaces will be required (13 short term and 13 long term). A combined total of 31 bicycle parking spaces (15 short term and 16 long term) are required. The Project will provide, at a minimum, the required number of bicycle parking spaces.

Findings

Based on the following review of the new CEQA guidelines, no CEQA household VMT impact is identified. However, a work VMT impacts is identified but is fully mitigated through implementation of the following TDM strategies:

- Transit – 40% of employees of the Project will be eligible for a transit subsidy of $2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing with all employees eligible. This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

Non-CEQA Project access and circulation has been evaluated for potential deficiencies. No access and circulation deficiencies have been identified at the intersections of Chandler Boulevard/Vineland Avenue (South Intersection), Chandler Boulevard/Vineland Avenue (North Intersection), Chandler Boulevard/Cleon Avenue, the Project Driveway/Vineland Avenue and Project Driveway/Cleon Avenue. These are the locations estimated to be the most affected by the proposed Project.

Potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed Project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

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CHAPTER 1 INTRODUCTION

The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the proposed Artists' Office Suites and Self-Storage Mixed-Use Project (Project).

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips, is a transportation project that is likely to induce additional VMT, reduce roadway through lane capacity on a street that exceeds 750 vehicles per hour for at least 2 consecutive hours in a 24-hour period after the transportation project is completed or if a transportation assessment is required by City Ordinance or regulation will be required to prepare a transportation assessment. The proposed Project is a development project (not a transportation project) and generates more than 250 daily vehicle trips. A VMT assessment is required.

CEQA Review - LADOT has developed a program to calculate VMT for new land development projects. The VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee for new development projects. The VMT program also calculates VMT reductions for transportation demand management (TDM) strategies.

NON - CEQA - The non-CEQA analysis for the circulation and access review evaluates traffic conditions at nearby intersections for existing and future traffic conditions. Intersection traffic conditions most likely to be affected by the development of the Project are listed on the following page:

1. Chandler Boulevard and Vineland Avenue (South Intersection);
2. Chandler Boulevard and Vineland Avenue (North Intersection); and,
3. Chandler Boulevard and Cleon Avenue

In addition to these study intersections, the Project driveway on Vineland Avenue and the Project driveway on Cleon Avenue were evaluated for potential deficiencies including poor operating conditions or traffic volumes exceeding the storage capacity of turn lanes.

Potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed Project in combination with other development projects.

CHAPTER 2 PROJECT DESCRIPTION

The Project is located at 5444 Vineland Avenue in the North Hollywood area of east San Fernando Valley in the City of Los Angeles. The Project has frontage along Vineland Avenue to the west and Cleon Avenue to the east. North and south of the property are neighboring businesses. The lot is currently used for movie gear rental and storage with a 4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the Project.

The Project includes the construction of 15,120 square feet of artists' office suites along the Vineland Avenue frontage and 134,880 square feet of self-storage. The office suites will be 3 floors in height. The self-storage will have one basement level and four above ground levels. Project buildout is anticipated to be completed in year 2023.

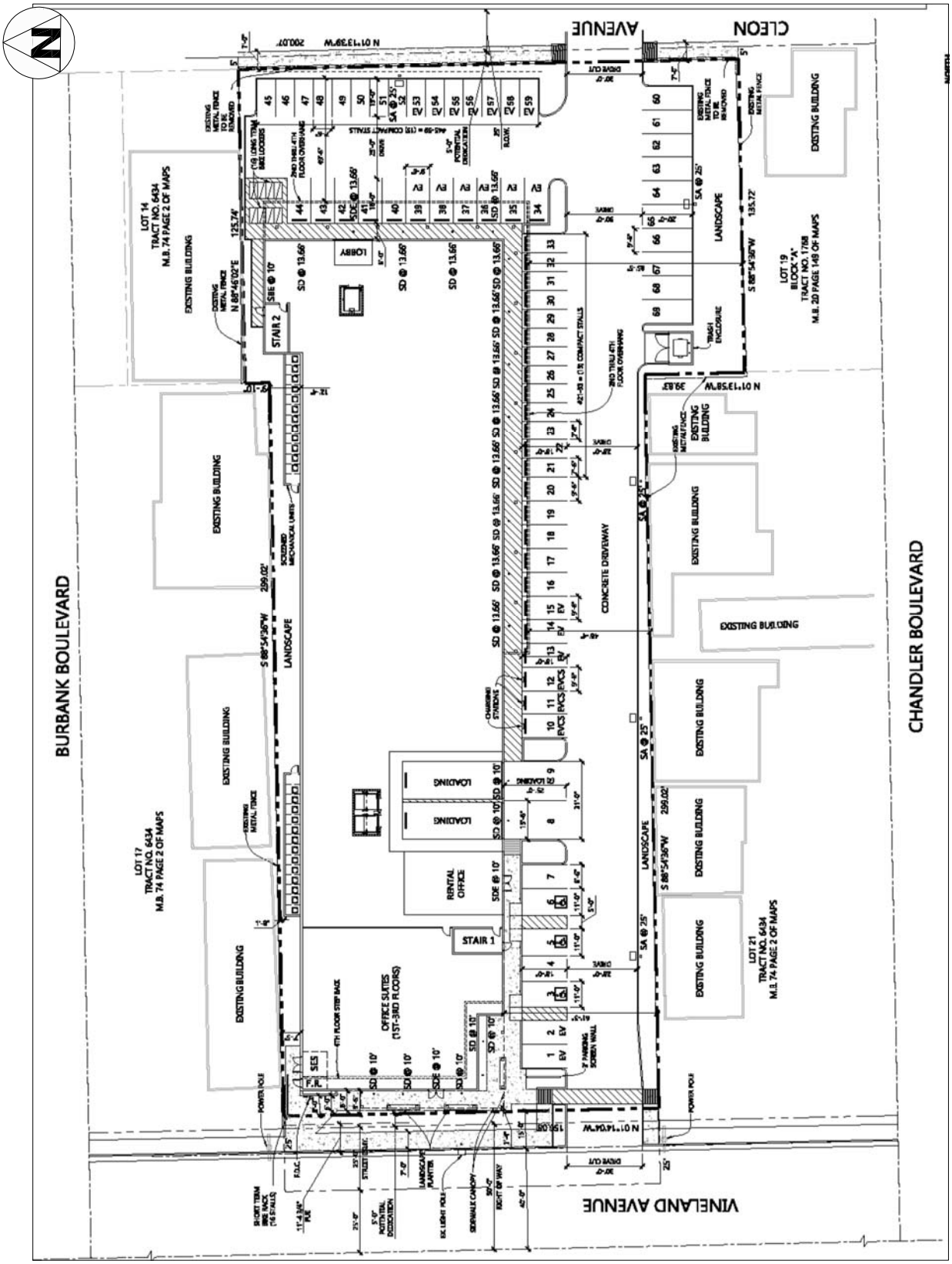
Parking and Access

The Project will provide a surface parking along the southern and eastern areas of the site. A driveway will be provided near the southern boundary of the Project site along Vineland Avenue and along Cleon Avenue. These driveways currently exist, and no new driveways will be added. The northern and southern boundaries of the site will be enhanced with landscaping.

The Los Angeles Municipal Code (LAMC) requires 45 parking spaces for the self-storage and 32 spaces for the artist suites (considered office) for a total of 77 vehicle parking spaces for the proposed Project. The Project will provide a total of 69 vehicle parking spaces after permissible replacement of vehicle parking with bicycle parking at a ratio of 4 bicycle parking spaces per vehicle spaces. Two large truck loading/unloading spaces will be provided on-site.

LAMC requires a total of 31 bicycle parking spaces (15 short term and 16 long term). The Project will provide 32 bicycle parking spaces.

The Figures 2 illustrates the Project ground level plan.



EAPC ARCHITECTS

8/2020

FIGURE 2

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
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CHAPTER 3 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

The Project is evaluated using two processes as required by the LADOT Traffic Assessment Guidelines (TAG), July 2019. The determination of potential traffic impacts and/or a potential traffic deficiency uses trip generation rates (number of trips generated) and VMT (measure of the amount of travel for all vehicles in a geographic region over a given period). For this study, as required by LADOT, the trip generation is used to determine how many trips are generated by a land use development to determine if a project exceeds established thresholds that require VMT analysis and for use, if needed, in estimating potential intersection and driveway deficiencies. The City of Los Angeles has prepared a VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee metrics for land use development projects. This section (Chapter 3) provides Project trip generation estimates. Chapter 4 estimates Project VMT estimates and evaluation.

The proposed Project will include artists' office suites (office) and self-storage facilities. This Project will replace existing movie gear rental and storage. Traffic-generating characteristics of land uses, including the office and self-storage (identified as mini-warehouse in the manual), have been surveyed by the Institute of Transportation Engineers (ITE). The results of ITE's traffic generation studies have been published in a handbook titled Trip Generation Manual, 10th Edition. This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the use and the size associated with the proposed artists' office suites, and self-storage use generally exhibit the trip-making characteristics depicted by the trip rates in Table 1.

Table 1
Traffic Generation Rates

Description	ITE CODE	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Mini Warehouse	151	1.51	0.10	60%	40%	0.17	47%	53%
Office (Artists Suites)	710	9.74	1.16	86%	14%	1.15	16%	84%

Table 2 displays the estimated Project trip generation.

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Proposed Project								
151	Mini Warehouse (Self Storage)	134,880 sf	204	13	8	5	23	11	12
710	Artists Suites	15,120 sf	147	18	15	3	17	3	14
SUBTOTAL PROPOSED			**351**	**31**	**23**	**8**	**40**	**14**	**26**
	Existing to be Removed								
151	Movie Gear Rental & Storage	4,260 sf	6	0	0	0	1	0	1
TOTAL NET TRIPS (Proposed - Existing)			**345**	**31**	**23**	**8**	**39**	**13**	**26**

Daily trip generation calculations based on ITE rates are slightly different than those based on the LADOT VMT calculator because: 1) LADOT credits vary for each Area Planning Commission within the City, 2) LADOT VMT calculator trip generation estimates used in the screening analysis do not account for trip reduction measures of the Project, and 3) the LADOT VMT calculator trip generation estimates do not take credit for the removal of existing uses after the screening analysis.

CHAPTER 4 CEQA TRANSPORTATION ASSESSMENT

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the screening criteria and updated environmental checklist questions.

Project Screening

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the **VMT calculator for screening purposes** (without credits for project components such as project featured Transportation Demand Management (TDM) features but including the existing use credit), the proposed full buildout Project will generate 396 vehicle trips. See Appendix F for VMT Worksheets.

1.2. 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 lines, etc.)?

Yes, the Project is required to provide a 5-foot dedication along the Vineland Avenue and the Cleon Avenue Project frontages.

1.3 Is the project on a lot that is ½ acre (21,750 square feet) or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) with 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in

the Mobility Plan 2035)?

Yes, The site is over ½ acre with approximately 1.72 acres (74,763 gross square feet). **No**, The Project frontage along Vineland Avenue is designated as a Boulevard II in the Mobility Plan 2035 and is approximately 190 liner feet which is less than 250 liner feet used for screening purposes.

Based on the Screening Criteria indicating over 250 daily trips and size of the Project site, a full VMT analysis is required.

I. **Environmental Checklist Threshold T - 1**: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

The City has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The goals are to achieve a safe, assessible and sustainable transportation system for vehicles, pedestrians, and cyclists.

Screening Criteria for Threshold T – 1

A project that generally conforms with and does not obstruct the City's development policies will be generally considered consistent. A list of these element standards has been provided in the LADOT TAG. In addition, the City has provided a list of questions that are to be answered yes or no to determine a conflict. The applicant is requested to review the relevant policies and programs to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

If a vacation of public right-of-way or relief from required street dedication is sought as part of the project, an assessment is required as to whether the right-of-way is necessary to serve a long-term mobility needed.

CEQA Threshold T - 1 Finding

LADOT provides a list of City documents that establish the regulatory framework and questions to determine project applicability to plans, policies and programs in their July 2019 Traffic Assessment Guidelines. This list has been reviewed, answered, and is provided in Appendix F with the VMT Calculation sheets. It has been found that the proposed Project is within general conformance and is consistent with standards adopted City's transportation plans and policies for all travel modes. The Project will not preclude the City's implementation of any adopted policy and/or program

The Project roadways identified in the Complete Streets Mobility Networks are identified on pages 20-23 of this report.

Vineland Avenue, in the Project vicinity, is identified as part of the Pedestrian Enhanced District, Neighborhood Enhanced Network, Tier 1 Bicycle Lane and High Injury Network. The Project will not preclude the City's implementation of improvements for these networks. Bike Lanes exist on Vineland Avenue along the Project frontage and the crosswalks at Vineland Avenue and Chandler Boulevard (North and South intersections) are improved with greater pedestrian visibility Continental (crosshatch) crosswalks.

The Project is located on the east side of Vineland Avenue which is designated a Boulevard II requiring a 110-foot right-of-way with an 80-foot roadway with 15-foot sidewalks. Currently the Vineland Avenue right-of-way is 100 feet along the Project frontage. The Project is required, and will provide, a 5-foot dedication and improvements as required by the City's Bureau of Engineering.

The Project is located on the west side of Cleon Avenue. Cleon Avenue is identified in the Mobility Plan 2035 as a Local Street. A local street is required to provide 60-foot of right-of-way and 36-foot roadway with 12-foot sidewalks. Currently there is a 50-foot right-of-way along the Project's Cleon Avenue frontage. A 5-foot dedication will be provided as well as improvements required by the City's Bureau of Engineering.

No new driveways will be provided for the Project. The new Project driveways will be located at approximately the same locations as the existing driveways with improvements as needed. They will not be larger than 30-feet in width.

II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines Section 15064.3 subdivision (b)(1)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

Screening Criteria for Threshold T - 2.1

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the **VMT calculator from the main page** (allowing for credit for providing code required on-site bicycle parking and reduced vehicle parking permissible with bicycle parking replacement), the proposed Project will generate 381 vehicle trips without any TDM strategies.

2.1-2. Would the project generate a net increase in daily VMT?

Yes, Using the VMT calculator version 1.3, the new Project at would generate a net of 3,422 daily VMT. Appendix G contains the VMT reports.

If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

No, the project does not propose retail uses. There are no existing residential land uses and the site.

CEQA Threshold T - 2.1 Finding

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the

City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

This Project is in the South Valley APC sub-area which limits daily household VMT per capita to a threshold of 9.4 and a daily work VMT per employee threshold of 11.6 (15% below the existing VMT for the South Valley APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 square feet) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed–use project. This Project does not contain any retail. The Project's residential daily household VMT per capita and work VMT per employee is considered for the South Valley APC threshold criteria.

Results of the proposed Project's VMT calculation shows a daily Household VMT per capita value of 0.0 (below the South Valley threshold value of 9.4) because this Project does not include any residential uses, and Work VMT of 13.1 (above the South Valley threshold value of 11.6).

Note that the work VMT from the MXD model is determined by work – based production from the MXD model combined with TDM strategies that are part of the project. This VMT is then divided by the number of employees within a project to get the VMT per employee.

Based on the following review of the new CEQA guidelines, no residential significant VMT impact has been identified. However, a work VMT impact has been identified. The significant work impact will be fully mitigated through implementation of a Transportation Demand Management Plan that includes:

- Transit – 40% of employees of the Project will be eligible for a transit subsidy of $2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing will all employees eligible. This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

After implementation of these TDM strategies, the work VMT is reduced to 11.6 and no longer a significant impact.

Based on the above VMT analysis, the proposed Project would not exceed the City's VMT Threshold after mitigation and does not conflict with, nor would it be inconsistent with, CEQA Guidelines Section 15064.3 subdivision (b).

Screening Criteria for Threshold T - 2.2

Would the project include the addition of through traffic lanes on existing or new highways including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes though grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

If the answer is no, further analysis is not required for Threshold T-2.2

CEQA Threshold T - 2.2 Finding

No, the Project will include the addition of any traffic lanes.

III. **Environmental Checklist Threshold T- 3.1:** Does 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)?

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 conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

Screening Criteria for Threshold T- 3.1

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

No, Currently, there is one driveway on Vineland Avenue near the south boundary of the Project site and one driveway on Cleon Avenue near the south boundary of the Project site. Both Project driveway locations will be retained and improved as needed. The driveway widths will not exceed 30-feet.

3.2 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.)?

Yes, Pursuant to the Mobility Element dedications and improvements will be required as follows:

The Project is located on the east side of Vineland Avenue which is designated a Boulevard II requiring a 110-foot right-of-way with an 80-foot roadway with 15-foot sidewalks. Currently the Vineland Avenue right-of-way is 100 feet along the Project frontage. The Project is required a 5-foot dedication as well as improvements required by the City's Bureau of Engineering.

The Project is located on the west side of Cleon Avenue. Cleon Avenue is identified in the Mobility Plan 2035 as a Local Street. A local street is required to provide 60-foot of right-of-way and 36-foot roadway with 12-foot sidewalks. Currently there is a 50-foot right-of-way along the Project's Cleon Avenue frontage. A 5-foot dedication is required and will be provided as well as improvements required by the City's Bureau of Engineering.

CEQA Threshold T - 3.1 Finding

The Project does not involve any design features that are unusual for the area or any incompatible uses. The locations of the driveways will remain the same with minor modifications and no new driveways will be added. No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The Project is required to provide a 5-foot dedication on Vineland Avenue and on Cleon Avenue.
2. The Project is not adding any new driveways and will retain one driveway on Vineland Avenue and one driveway on Cleon Avenue.
3. On-site loading docks are proposed along the south side of the building near the self-storage office.

CHAPTER 5 NON - CEQA TRANSPORATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

ENVIRONMENTAL SETTING

Land Use

The Project is in the North Hollywood – Valley Village Community Plan area. The current active land use map for the study area is provided in Appendix B. The North Hollywood – Valley Village Community Plan is predominately single family residential but includes areas of multi-family residential uses, industrial uses north and south of the Metro right-of-way, commercial corridors along major roadways and expanding throughout some residential areas, with areas providing open space and public facilities.

The City of Los Angeles Mobility Plan 2035 was approved by the City Planning Commission and adopted by the City Council on September 7, 2016 under Council File No. 15-0719. The Mobility Plan 2035 dictates the street standards and designations within the plan area. The proposed Project will be subject to the Mobility Plan 2035. The Mobility Plan 2035 standards and designations elements are provided in Appendix C. In addition to collecting traffic volume data for this analysis, field surveys were conducted in

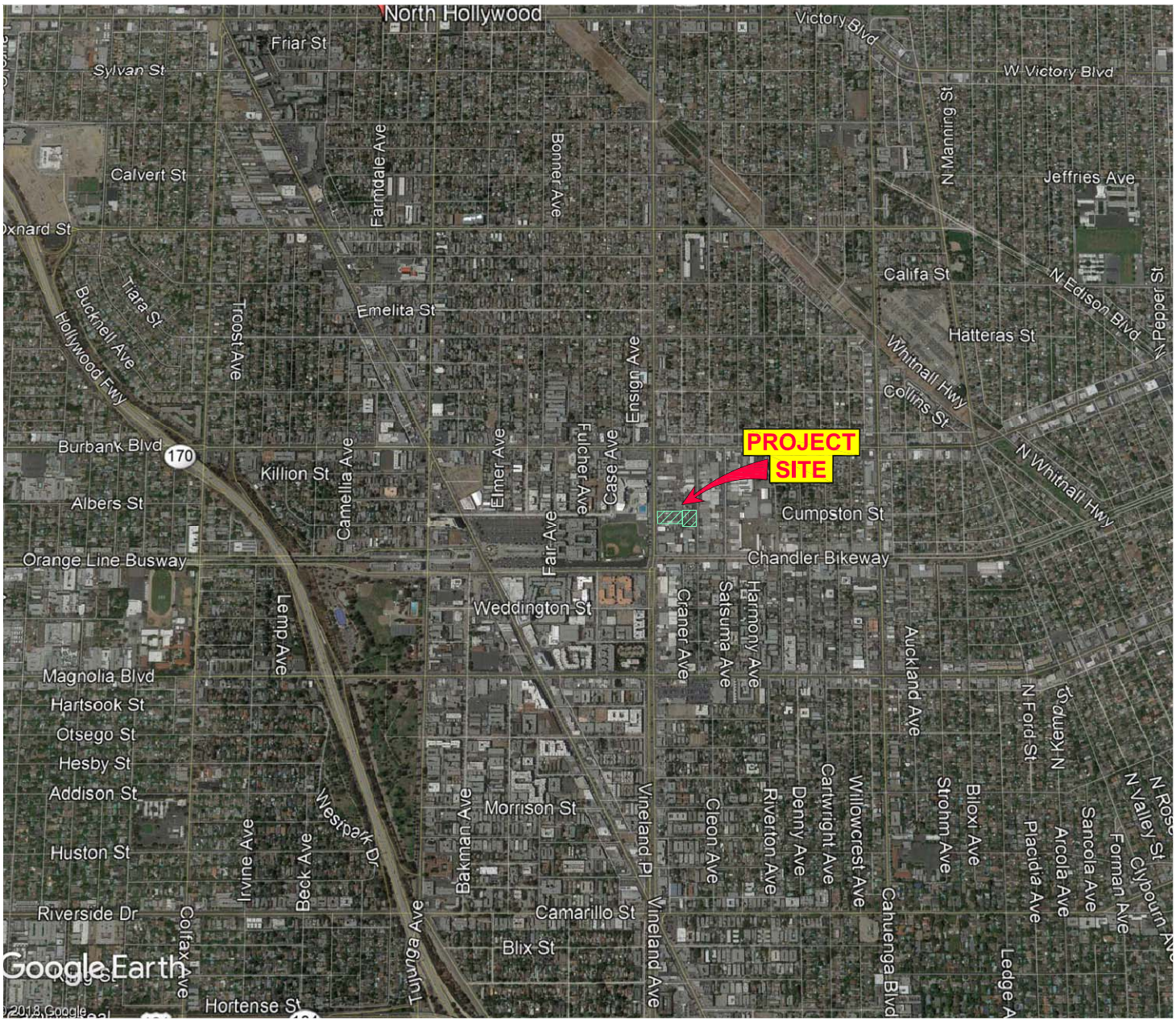

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Figure 3

PROJECT SETTING

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the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the environmental setting near the Project site.

A brief description of the affected roadway facilities is provided below with the aerial views of the roadways, current City street standards and the Mobility Plan 2035 Map provided in Appendix C.

Transportation Facilities

The Study area is well serviced by multiple freeways. The State Route 170 (SR-170) is approximately 4,500 to the west of the Project site and the State Route 134 (SR-134) is approximately one and a quarter mile to the south of the Project site. The SR-170 is a local north-south freeway that operates between the Golden State Freeway to the north to the Ventura Freeway to the south where it connects to the State Route 101 (SR-101) The SR-134 is a local east-west freeway that operates between the SR-170 where it changes name to the SR-101 to Pasadena where it connects to the Foothill Freeway (I-210). These freeways link to numerous other freeways in the vicinity providing extensive regional access. The SR-170 is accessible via Burbank Boulevard and Magnolia Boulevard in the Study area. The SR-134 is accessible from the SR-170 or from Vineland Avenue (westbound on ramp), Lankershim Boulevard (westbound off ramp), Riverside Drive west of Vineland Avenue (eastbound off ramp) and Riverside Drive east of Vineland Avenue (eastbound on ramp).

The State of California Department of Transportation (Caltrans) website indicates that the SR-170 carries approximately 233,000 vehicles per day (VPD) with 15,800 vehicles per hour (VPH) at Burbank Boulevard during peak periods. According to the Caltrans website, the SRT-134 carries approximately 192,000 VPH with 14,000 VPH at Lankershim Boulevard during the peak periods.

Vineland Avenue is a north-south operating roadway designated as a Boulevard II in the Study area in the City of Los Angeles Mobility Plan 2035 (Mobility Plan). Vineland provides the western boundary of the Project site and one driveway will be provided along the roadway. Vineland Avenue is two vehicle lanes and one bike lane in each direction

with a center two-way left turn lane. Parking is permitted in the Study area. The speed limit is 40 miles per hour (MPH) with 25MPH Speed Limits When Children Present posted.

Chandler Boulevard is an east-west operating roadway designated as a Boulevard II west of Vineland Avenue and as a Local Street east of Vineland Avenue in the Mobility Plan. Chandler Boulevard is jogged at Vineland avenue. The roadway provides one lane transition to two lanes in the westbound direction and two lanes in the eastbound direction with bike lanes in both directions and a center two-way left turn lane west of Vineland Avenue. Chandler Boulevard provides one lane in each direction east of Vineland Avenue with a bike bath (Chandler Bikeway) provided immediately south of Chandler Boulevard. Two-hour time limited and metered parking is available on Chandler Boulevard west of Vineland Avenue. Parking is not permitted on Chandler Boulevard east of Vineland Avenue. The speed limit is 40 miles per hour west of Vineland Avenue and 25 MPH east of Vineland Avenue.

Cleon Avenue is a north-south operating roadway designated as a Local Street in the Study area. Cleon Avenue provides the eastern boundary of the Project site. One driveway will be provided along Cleon Avenue. Cleon Avenue spans from Burbank Boulevard to Chandler Boulevard in the Study area. One lane in each direction is provided with areas of parallel and areas of perpendicular parking provided. The speed limit is 25 MPH along this roadway.

The roadway designations and aerial pictures of the Project study intersections are provided in Appendix C.

Transit Service Information

The Study area offers several public transportation opportunities in the Project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), Metro Rail B Line (previously called the Red Line, and Metro G line (previously called the Orange Busway). The North Hollywood Orange/Red Line Station is located along Chandler Boulevard at Lankershim Boulevard. There is a bus stop for Metro Line 152 at Vineland Avenue and Chandler Boulevard within close walking distance to the site.

Metro Route 152 service is provided along Lankershim Boulevard to Chandler Boulevard, to the North Hollywood Metrolink Station, to Vineland Avenue, back to Lankershim Boulevard, to Vineland Avenue in the immediate Study area. There is a bus stop for Route 152 at Vineland Avenue and Chandler Boulevard (north) approximately 400 feet from the Project site. Route 152 travels between Woodland Hills, West Hills, Northridge, Panorama City, Sun Valley, Burbank and North Hollywood. Headways (time between buses) are approximately 6 to 13 minutes during peak hours.

Metro Route 183 service is provided along Magnolia Boulevard to Chandler Boulevard. to the North Hollywood Metrolink Station, to Chandler Boulevard, to Vineland Avenue, and back to Magnolia Boulevard in the immediate Study area. There is a bus stop for Route 183 at Vineland Avenue and Chandler Boulevard (south) approximately 500 feet south of the Project site. Route 183 travels between Sherman Oaks, Valley Village, North Hollywood, Burbank and Glendale. Headways are approximately 40 to 50 minutes.

Metro Orange Line and Metro Red Line operate to the North Hollywood Metrolink Station. The Orange Line is a busway running along an area that was an old rail track and operates predominately east-west from the North Hollywood Metrolink Station to Van Nuys, Reseda, Woodland Hills then north to Chatsworth. The Metro Orange Line operates southeast to northwest from the North Hollywood Metrolink Station to Universal City, Hollywood, Central Los Angeles, Wilshire Area to Downtown Los Angeles.

Transfer opportunities are available to/from multiple destination points from near the Project site using the Metro and the Metrolink. The transit lines, Metro lines, and associated stops in the Study area are illustrated in Appendix D.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts) (Referenced in CEQA Analysis T-1 on page 8)

The Mobility Plan 2035 establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, and Neighborhood Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets have been identified in the VEN.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- West of the Project site, Lankershim Boulevard is identified as a Moderate Plus Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low–stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

- Chandler Boulevard, from Lankerhim Boulevard to the East City limit is identified as part of the BEN. There is an existing bike path along the south side of Chandler Boulevard from Vineland Avenue easterly.
- Lankershim Boulevard is identified as a Tier 1 roadway for a protected bicycle lane in the Study area.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- Chandler Boulevard provides a bicycle path east of Vineland Avenue. This is part of the Green bikeway network. No additional bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Vineland Avenue, north of Chandler Boulevard to Burbank Boulevard is identified as a Tier 2 roadway for a protected bicycle lane in the 2010 bicycle plans. Vineland Avenue, in the Study area, currently provides a Bicycle lane. This segment is part of the Neighborhood Bike Network.
- Chandler Boulevard west of Vineland Avenue provides a bike lane and is part of the City's Backbone Bike Network.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Chandler Boulevard is identified in the Mobility Plan as part of the NEN between Tujunga Boulevard and Vineland Avenue.
- Vineland Avenue is identified as part of the NEN between Burbank Boulevard and north of Oswego Street.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

- Vineland Avenue, between Magnolia Boulevard and Burbank Boulevard is identified in the Mobility Plan as part of the PED.
- Chandler Boulevard west of Vineland Avenue to Tujunga is identified as part of the PED.
- Lankershim Boulevard, in the Study area, is identified as part of the PED.

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are 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).

Removal or Degradation of Facilities

The Project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed Project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). In addition, the pedestrian environment will be enhanced by the Project by providing wider sidewalks and new street activation space along the Project's Vineland Avenue frontage by providing artists' offices suites.

Project Intensification of Use

The Project is located on Vineland Avenue which is designated as a Boulevard II roadway and is included in the Bicycle Enhanced Network, Pedestrian Enhanced Network and Neighborhood Enhanced Network. The Metro transit stop for Route 152 is within 410 feet of Project site and the North Hollywood Metro Station (approximately 1,500

feet away and approximately 10-minute walk) is a stop for Route 152. A bicycle lane is currently provided along the Project frontage of Vineland Avenue. Pedestrian facilities will be improved along Vineland Avenue with new landscaping along the Project frontage.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vineland Avenue, along the Project's frontage, has been identified as are part of the City's HIN.

The intersections of Chandler Boulevard (North) & Vineland Avenue and Chandler Boulevard (South) & Vineland Avenue are currently improved with yellow Continental (cross hatch) crosswalks which improve pedestrian visibility to motorists.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Operational Evaluation –

Criteria - Per the TAG, 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 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.

Evaluation – One driveway will be removed from Vineland Avenue. The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies along Vineland Avenue and Cleon Avenue for potential operational improvements.

The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. The average delay is reported at signalized locations for all vehicles passing through the intersection.

Once the HCM value (using Highway Capacity Software (HCS)) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3
Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

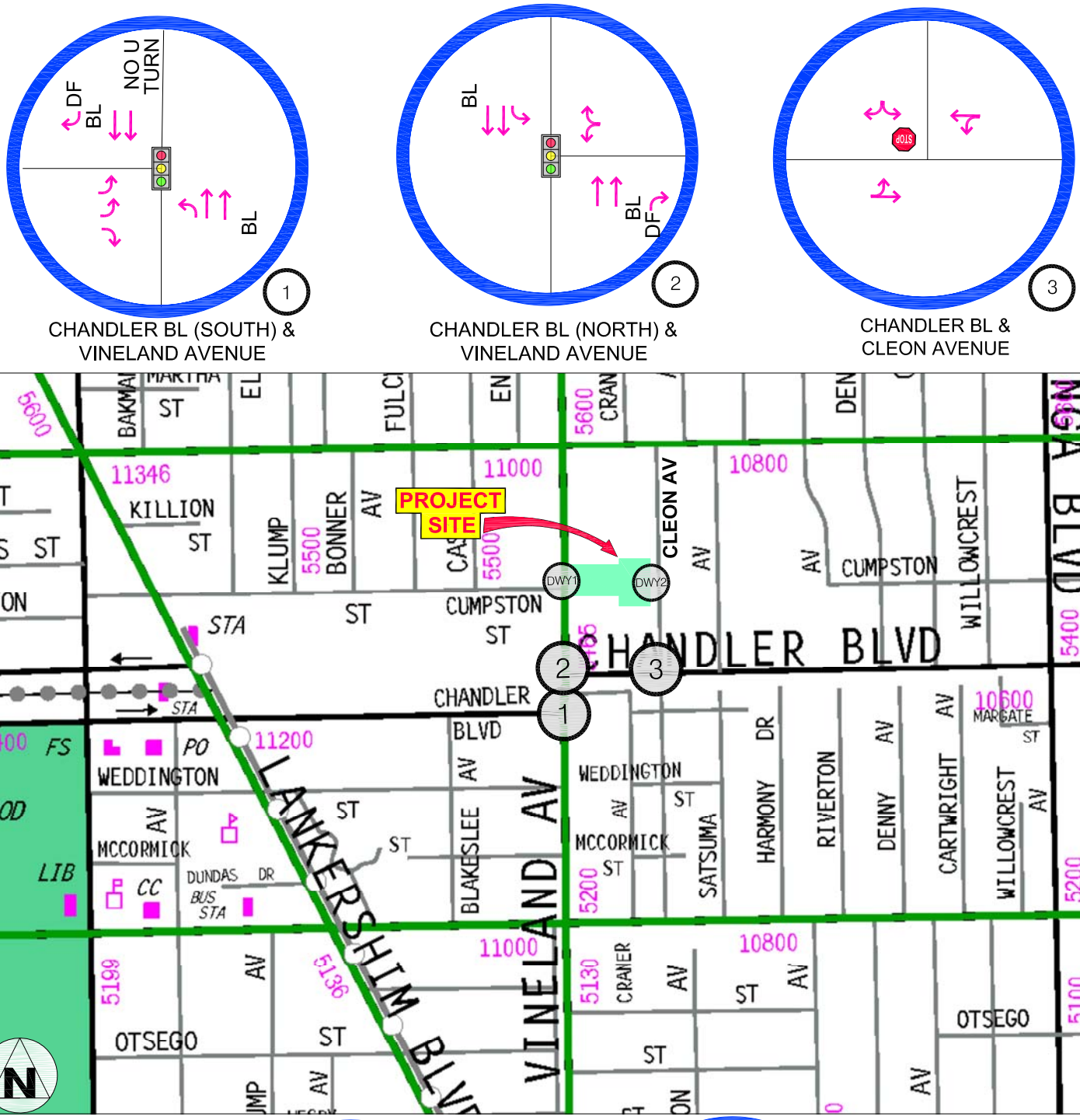
Analysis of Existing and Future Traffic Conditions

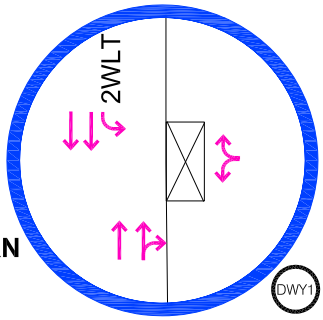
Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the Project. The Project's traffic effect has been calculated by adding the Project traffic volumes to the existing traffic and future cumulative traffic volume with cumulative projects for Project buildout.

The potential circulation deficiency evaluation has been calculated at the Project driveways and 3 nearby intersections as listed below:

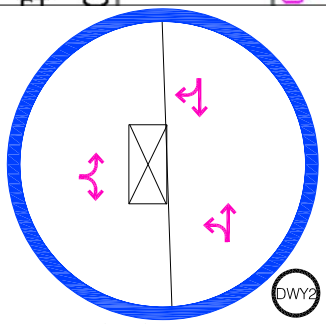
1. Chandler Boulevard (South intersection) and Vineland Avenue (controlled by a traffic signal);
2. Chandler Boulevard (North intersection) and Vineland Avenue (controlled by a traffic signal); and,
3. Chandler Boulevard and Cleon Avenue (stop sign controlled on Cleon Avenue).

The lane configurations at these intersections and along the Project driveways are provided in Figure 4. Project trips were distributed to the study intersections and driveways, as approved by LADOT, and are provided in Figure 5. The Project traffic volumes are provided in Figure 6.





VINELAND AVENUE
AT PROJECT DRIVEWAY



CLEON AVENUE
AT PROJECT DRIVEWAY

2WLT = 2-WAY LEFT TURN
BL = BIKE LANE
DF = De Facto Right Turn
DWY = DRIVEWAY

FIGURE 4

PROJECT STUDY INTERSECTION CHARACTERISTICS

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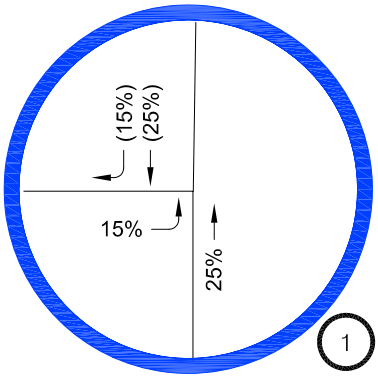
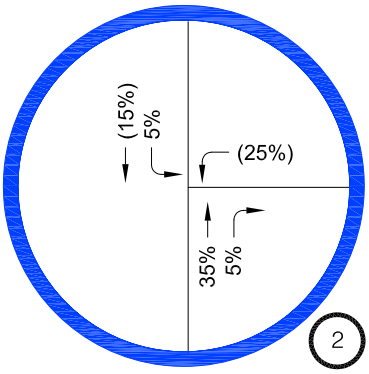
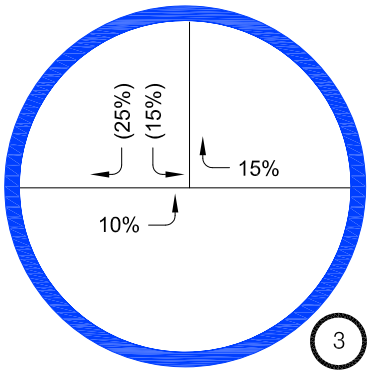


CHANDLER BL (SOUTH) & VINELAND AVENUE

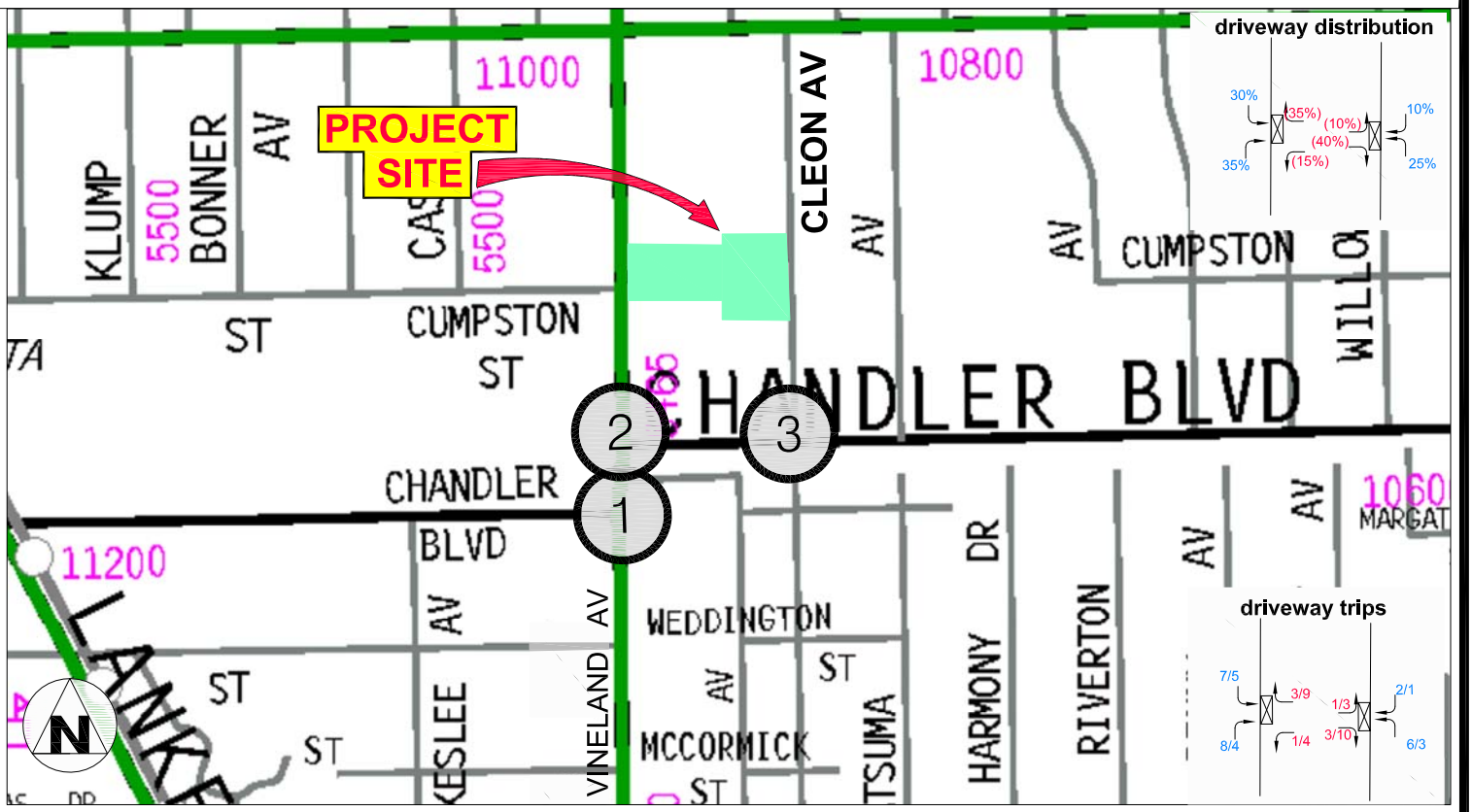


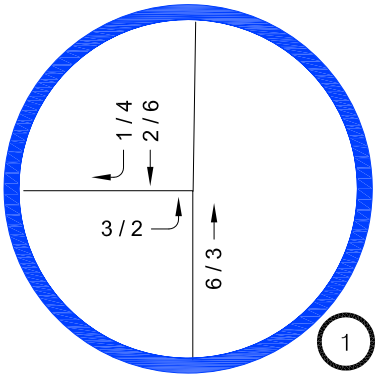
CHANDLER BL (NORTH) & VINELAND AVENUE



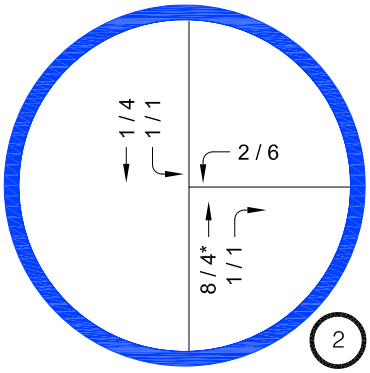
CHANDLER BL & CLEON AVENUE

PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)





CHANDLER BL (SOUTH) & VINELAND AVENUE



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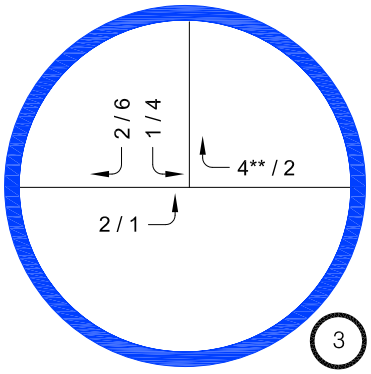

CHANDLER BL & CLEON AVENUE

PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR

*Modified -1 for Driveway Volumes to be accurate
** Modified +1 for Driveway Volumes to be accurate

FIGURE 5

PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION & PROJECT VOLUMES

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

In evaluation of the Existing conditions, the addition of Project traffic does not change the LOS at any of the study intersections. Table 4 shows that the Existing with Project does not significantly add to any circulation deficiencies in the area. Note that the signalized intersections provide an overall intersection delay, whereas the stop-controlled intersection provides a directional delay. The HCS worksheets are provided in Appendix H and indicate that no turning lanes are predicted to exceed the current lengths of the turn pockets.

Table 4
Existing Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2020)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.1	A	8.1	A
	Vineland Avenue (South I-S)	PM	9.3	A	9.3	A
2	Chandler Boulevard &	AM	5.2	A	5.3	A
	Vineland Avenue (North I-S)	PM	6.6	A	6.8	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.7	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.3	A	SB 9.5	A

s = seconds, EB = Eastbound, SB = Southbouond

No Existing or Existing + Project intersection operating deficiencies are identified.

Existing and Existing + Project Traffic Volumes are presented in Figure 6 and Figure 7 respectively.

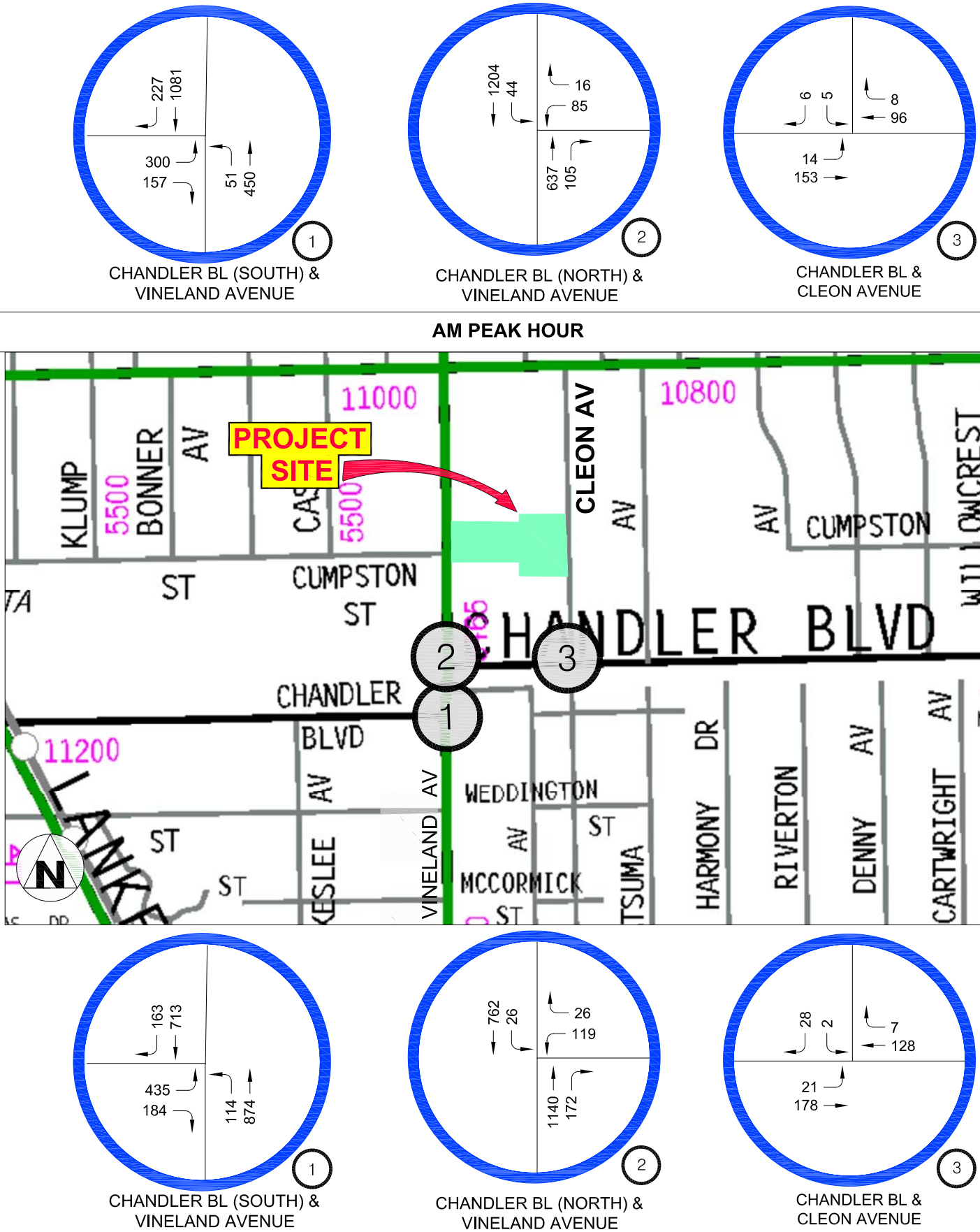

FIGURE 6

EXISTING (2020)
TRAFFIC VOLUMES

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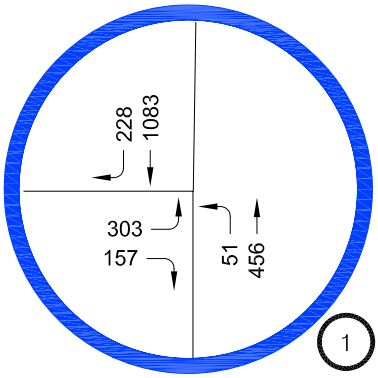
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com



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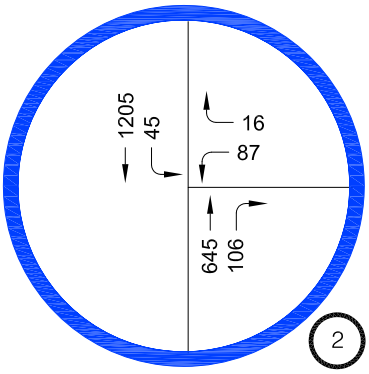
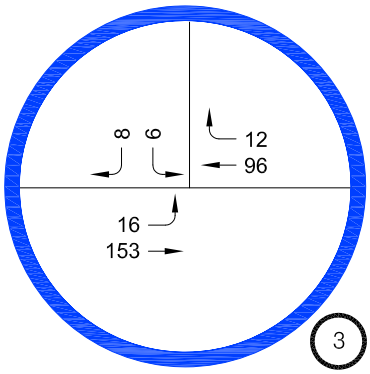
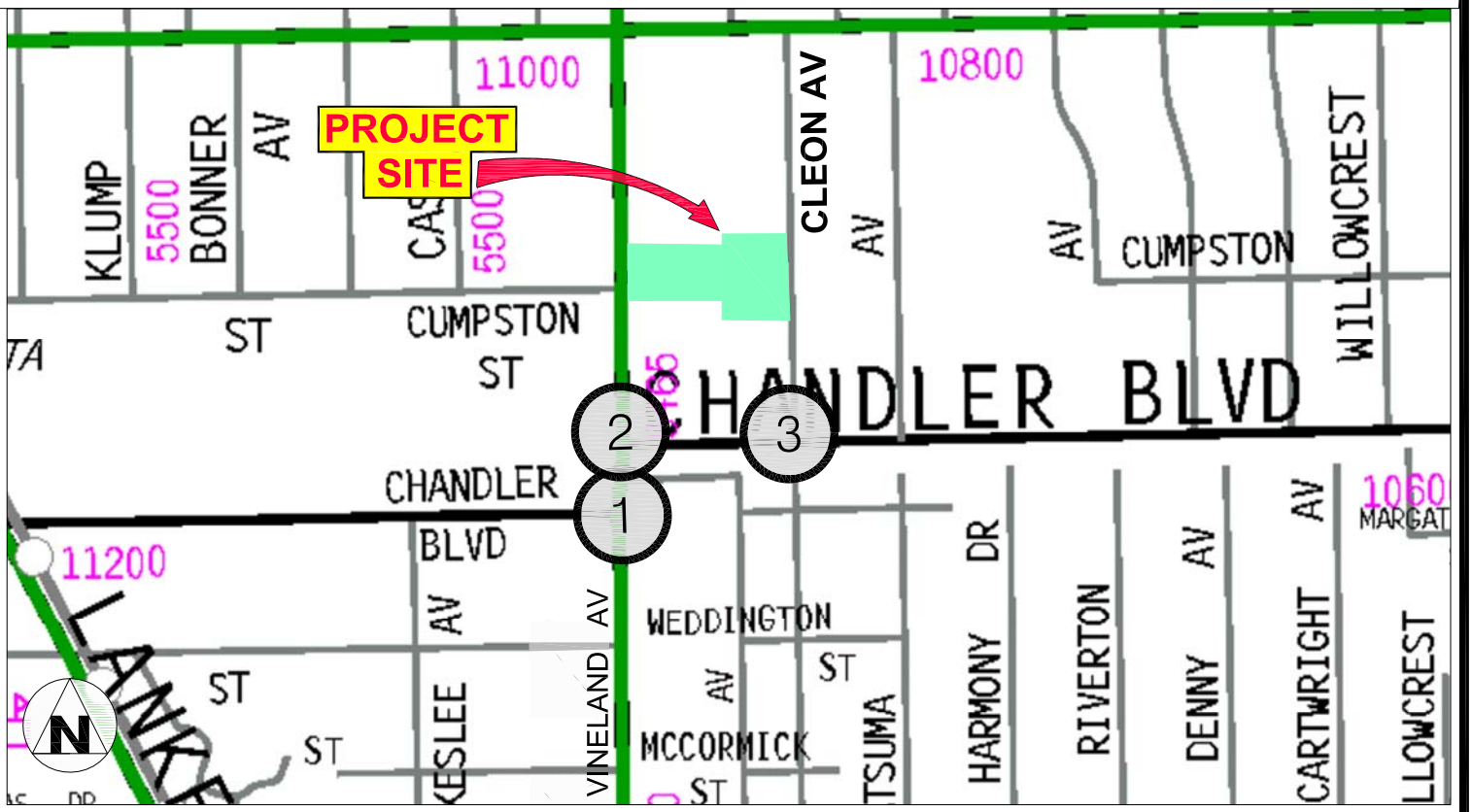


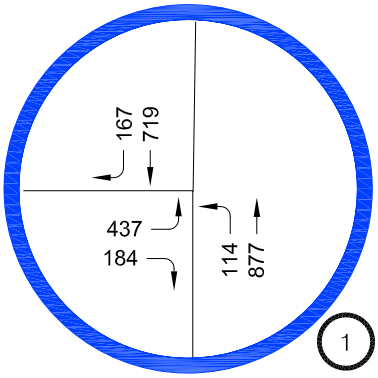
CHANDLER BL (NORTH) & VINELAND AVENUE



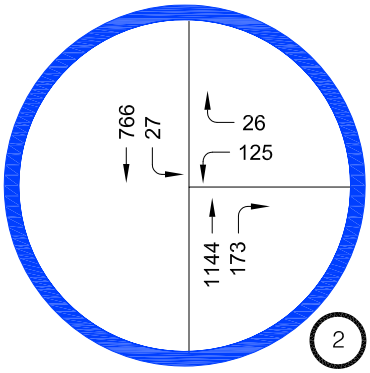
CHANDLER BL & CLEON AVENUE

AM PEAK HOUR

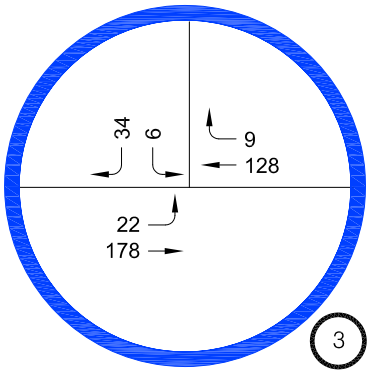




CHANDLER BL (SOUTH) & VINELAND AVENUE



CHANDLER BL (NORTH) & VINELAND AVENUE



CHANDLER BL & CLEON AVENUE

PM PEAK HOUR

FIGURE 7

EXISTING + PROJECT TRAFFIC VOLUMES

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The future cumulative analysis includes ambient growth of 1% per year and other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development (related projects). Related project locations, description and trip generation is provided in Appendix G. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on these other proposed projects.

Evaluation of the Future Conditions with the Project are presented in Table 5. Table 5 shows that the Future without Project and Future with Project does not significantly add to any circulation deficiencies in the area. As with the Existing analysis, the signalized intersections provide an overall intersection delay, whereas the stop-controlled intersection provides a directional delay. The HCS worksheets are provided in Appendix H and indicate that no turning lanes are predicted to exceed the current lengths of the turn pockets.

The Level of Service summary calculation results are presented below in Table 5 for Future without and with the Project.

Table 5
Future Cumulative Traffic Conditions
Without and With Project

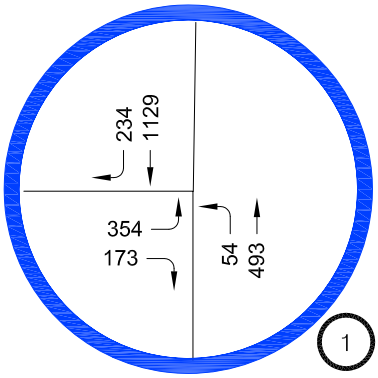
No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard &	AM	8.7	A	8.7	A
	Vineland Avenue (South I-S)	PM	9.5	A	9.5	A
2	Chandler Boulevard &	AM	5.4	A	5.5	A
	Vineland Avenue (North I-S)	PM	7.1	A	7.3	A
3	Chandler Boulevard &	AM	EB 7.5	A	EB 7.5	A
	Cleon Avenue		SB 9.8	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.4	A	SB 9.7	A

s = seconds, EB = Eastbound, SB = Southbouond

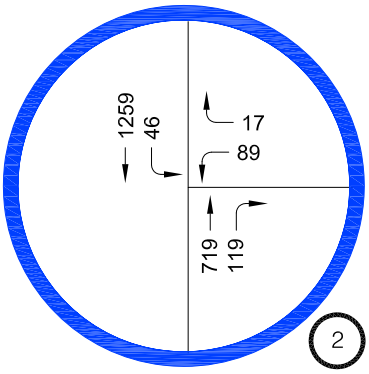
No Future without or with Project intersection operating deficiency are identified. The addition of Project related traffic will not create or exasperate a potential future deficiency.

The locations of the related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the HCS worksheets.

Future and Future + Project Traffic Volumes are presented in Figure 8 and Figure 9 respectively.



CHANDLER BL (SOUTH) &
VINELAND AVENUE



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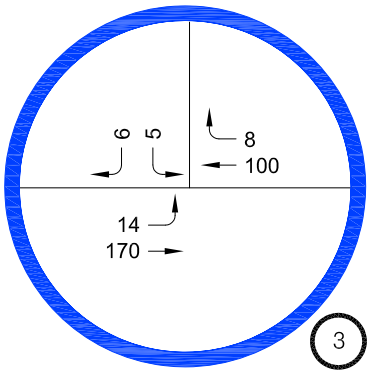
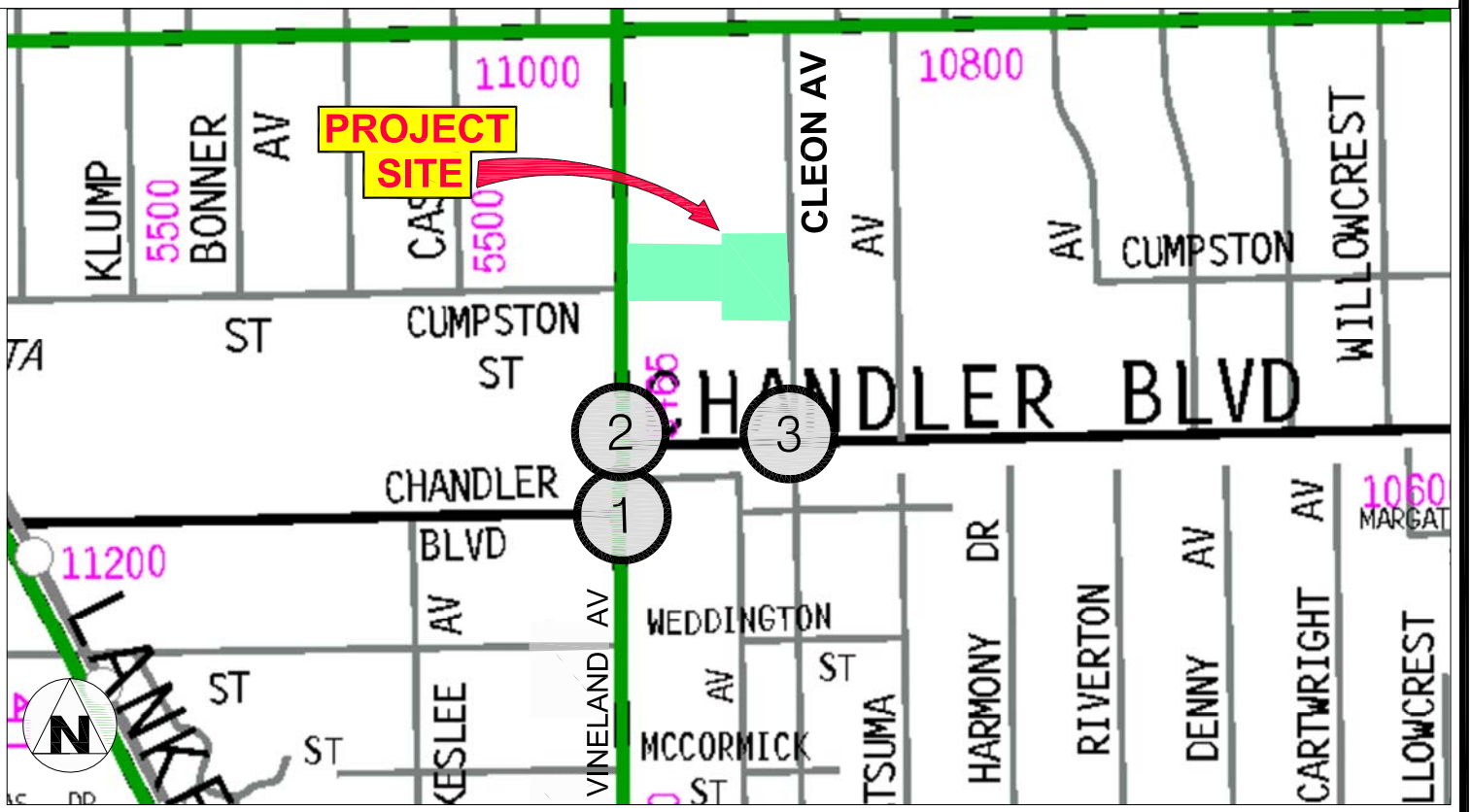
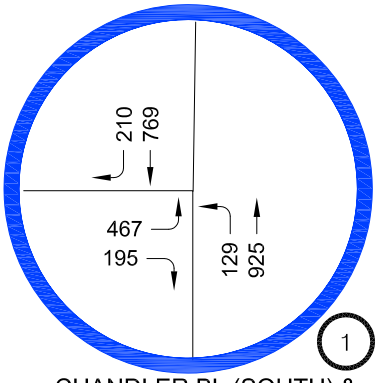
VINELAND AVENUE



CHANDLER BL &
CLEON AVENUE

AM PEAK HOUR





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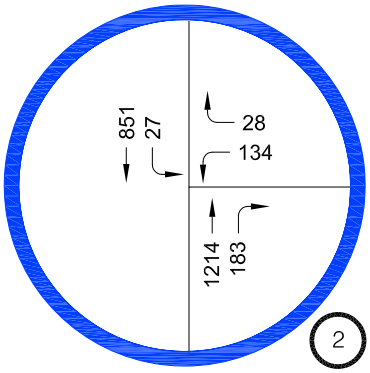

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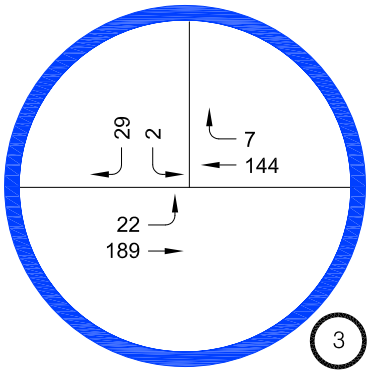
VINELAND AVENUE



CHANDLER BL &
CLEON AVENUE

PM PEAK HOUR

FIGURE 8

FUTURE WITHOUT PROJECT
TRAFFIC VOLUMES

Overland Traffic Consultants, Inc.
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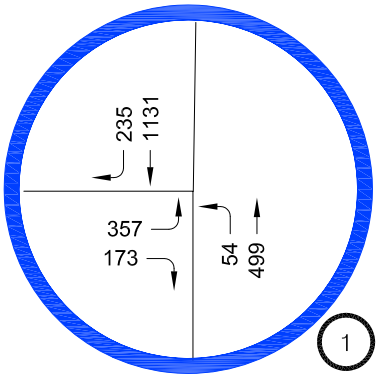
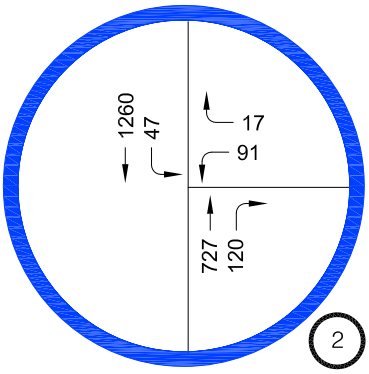


CHANDLER BL (SOUTH) & VINELAND AVENUE



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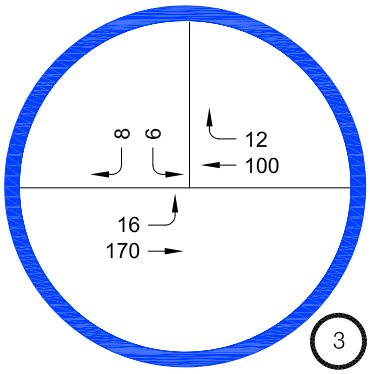
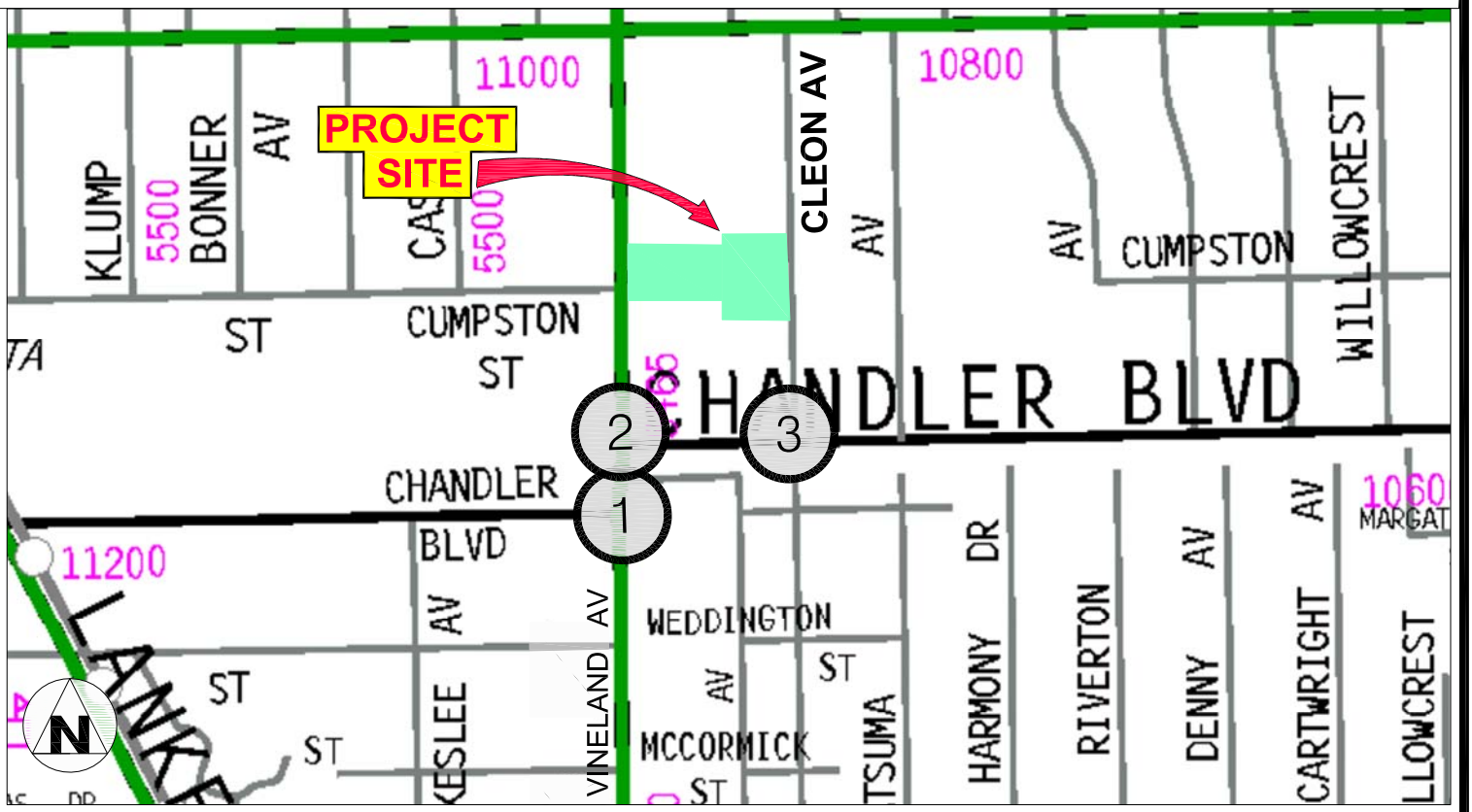
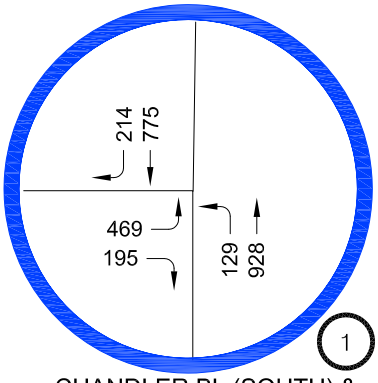


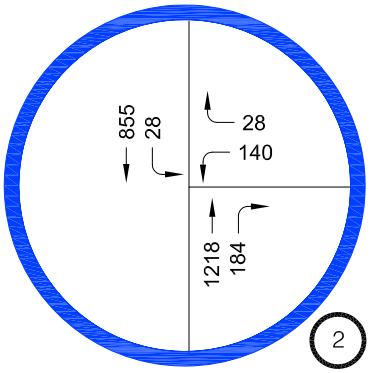
CHANDLER BL & CLEON AVENUE

AM PEAK HOUR

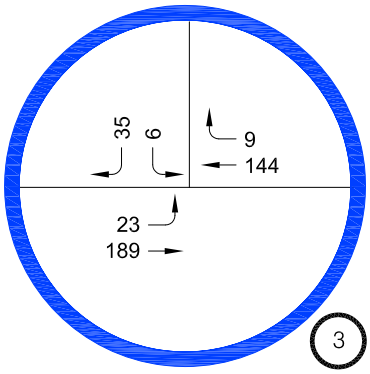




CHANDLER BL (SOUTH) & VINELAND AVENUE



CHANDLER BL (NORTH) & VINELAND AVENUE



CHANDLER BL & CLEON AVENUE

PM PEAK HOUR

FIGURE 9

FUTURE WITH PROJECT TRAFFIC VOLUMES

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

Driveway Queue Evaluation

Driveway queue evaluation has been conducted using the projected future Project traffic volumes in and out of the Project driveways located along the east side of Vineland Avenue and the west side of Cleon Avenue. HCS analysis with the Project driveway volumes in and out of the parking area has been conducted with the Project traffic without any prior use reductions. The driveways are forecast to operate at LOS C during the morning peak hour and LOS D during the evening peak hour at the Vineland Avenue Driveway. The high volumes of traffic on Vineland Avenue may create some noticeable delay entering and exiting the Vineland Avenue driveway. However, it will operate sufficiently well with on-site delay volumes at the Vineland Avenue Driveway out of the through traffic volumes without restricting Vineland Avenue through traffic. There is a two-way left turn lane in the center of Vineland Avenue to facilitate turning left from southbound Vineland Avenue and a curbside parking lane for right turning vehicles to exit the northbound lanes. The Cleon Avenue Driveway will operate well at LOS A during the morning and evening peak hours due to current and projected future low traffic volumes on this roadway. The driveway operations are shown in Table 6.

Table 6
Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Future (2023) With Full Buildout Project	
			Delay (s)	LOS
A	Vineland Avenue &	AM	18.4	C
	Project Driveway	PM	29.3	D
B	Cleon Avenue &	AM	8.6	A
	Project Driveway	PM	8.6	A

s = seconds

The HCS analysis also provides the forecasted number of vehicles in the turning lanes at the driveways as shown in Table 7.

Table 7
Future Queues at the Project Driveways

No.	Intersection	Peak Hour	Typical (95%) QUEUE LENGTH DIRECTION*	# of Cars
A	Vineland Avenue &	AM	WB	0
	Project Driveway		SBL	0
		PM	WB	1
			SBL	0
B	Cleon Avenue &	AM	EB	0
	Project Driveway		NBL	0
		PM	EB	0
			NBL	0

*
WB = Westbound, EB = Eastbound
SBL = Southbound Left, NBL = Northbound Left

No Project driveway deficiencies have been identified in this analysis.

Summary Findings

Based on the traffic conditions analysis, no Project access and circulation constraints or deficiencies have been identified. The Project's traffic would not contribute to unacceptable queuing on or along the Project driveways.

The results of this evaluation show that the Project will not create any non – CEQA traffic deficiencies on the existing streets pedestrian, bicycle, and transit facilities or near-by intersections of Chandler Boulevard (North) & Vineland Avenue, Chandler Boulevard (South) & Vineland Avenue or Chandler Boulevard & Cleon Avenue or at the Project driveways on Vineland Avenue and Cleon Avenue.

Safety Evaluation

Currently there is a driveway on Vineland Avenue and on Cleon Avenue. No additional driveways are proposed with the new Project. There is an existing two-way left turn lane on vineland Avenue along the Project frontage that will facilitate left turns in and out of the site. No negative conditions or deficiencies are apparent in the site access plans which would be considered significant.

Passenger & Self-Storage Loading Evaluation

All Project parking is located on–site at ground level. Two loading stalls will be provided adjacent to the self-storage rental office to facilitate movement of goods in and out of the facility. Adequate parking will be provided on-site to temporarily park to drop-off or pick up passengers, as needed.

Construction Overview

As part of the Project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The Project's potential construction impacts may involve temporary construction activities that would cause lane or street closures and a temporary loss of on-street parking. However, efforts will be made to conduct as much of the construction activity on–site as possible.

Construction workers are typically expected to arrive at the Project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the Project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non-peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Safe pedestrian circulation paths adjacent to or around the work areas will be provided by pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the Project site throughout the day (except for peak hours), with truck staging occurring on-site through most of the construction period. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment if needed.

The Project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

APPENDIX A

LADOT Approved MOU

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Office - Self Storage Mixed- Use

Project Address: 5444-5458 Vineland Avenue & 5437-3451 Cleon Avenue

Project Description: Remove existing 4,250 sf equipment rental & gear for movies to construct 15,120 sf artist lofts & 134,880 sf self-storage facility

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☐	☒
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	23	8	31
PM Trips	13	26	39

Daily Trips 396
(From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Cleon Avenue & Chandler Bl
2 Vineland Av. & Chandler Bl (N I-S)
3 Vineland Av. & Chandler Bl (S I-S)
4 Dwy & Vineland, 5. Dwy & Cleon

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

Vineland Av frontage

Dwy = Driveway

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No 1.63 acres

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 Appx 106' along Vineland Av

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Liz Fleming-Overland Traffic	1784 Capital Holdings, LLC
Address:	952 Manhattan Bch Bl, #100, M.B.	8777 N. Gainey Center Dr. # 191
Phone Number:	310 545-1235	Scottsdale, AZ 85258
E-Mail:	liz@overlandtraffic.com	

updated 6-29-20
revised 1-14-20&1-24-20

Approved by: x _____ 12-30-2019x _____ 07/01/2020
Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

CEQA Analysis Required: _____

Non-CEQA Analysis Required: _____

All analysis to be conducted per LADOT Transportation Assessment Guidelines.

11

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:

Scenario: WWW

Address: 5444 N VINELAND AVE 91601

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
Industrial | Warehousing/Self-Storage	4.26	ksf
Industrial | Warehousing/Self-Storage	4.26	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
Industrial | Warehousing/Self-Storage	134.88	ksf
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	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
9 Daily Vehicle Trips	405 Daily Vehicle Trips
77 Daily VMT	3,632 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	396 Net Daily Trips
The net increase in daily VMT ≤ 0	3,555 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

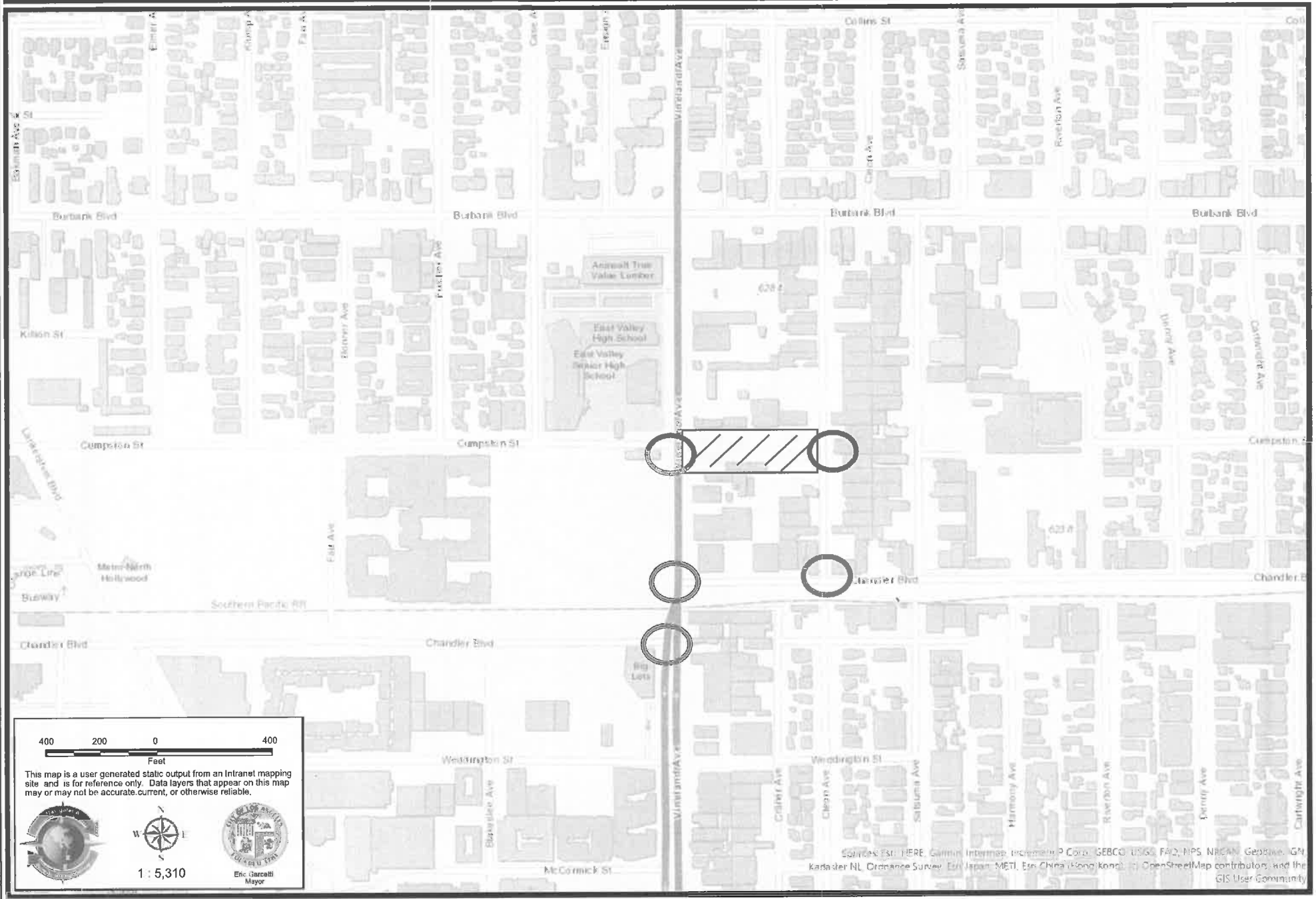
10th Edition ITE Manual Trip Rates

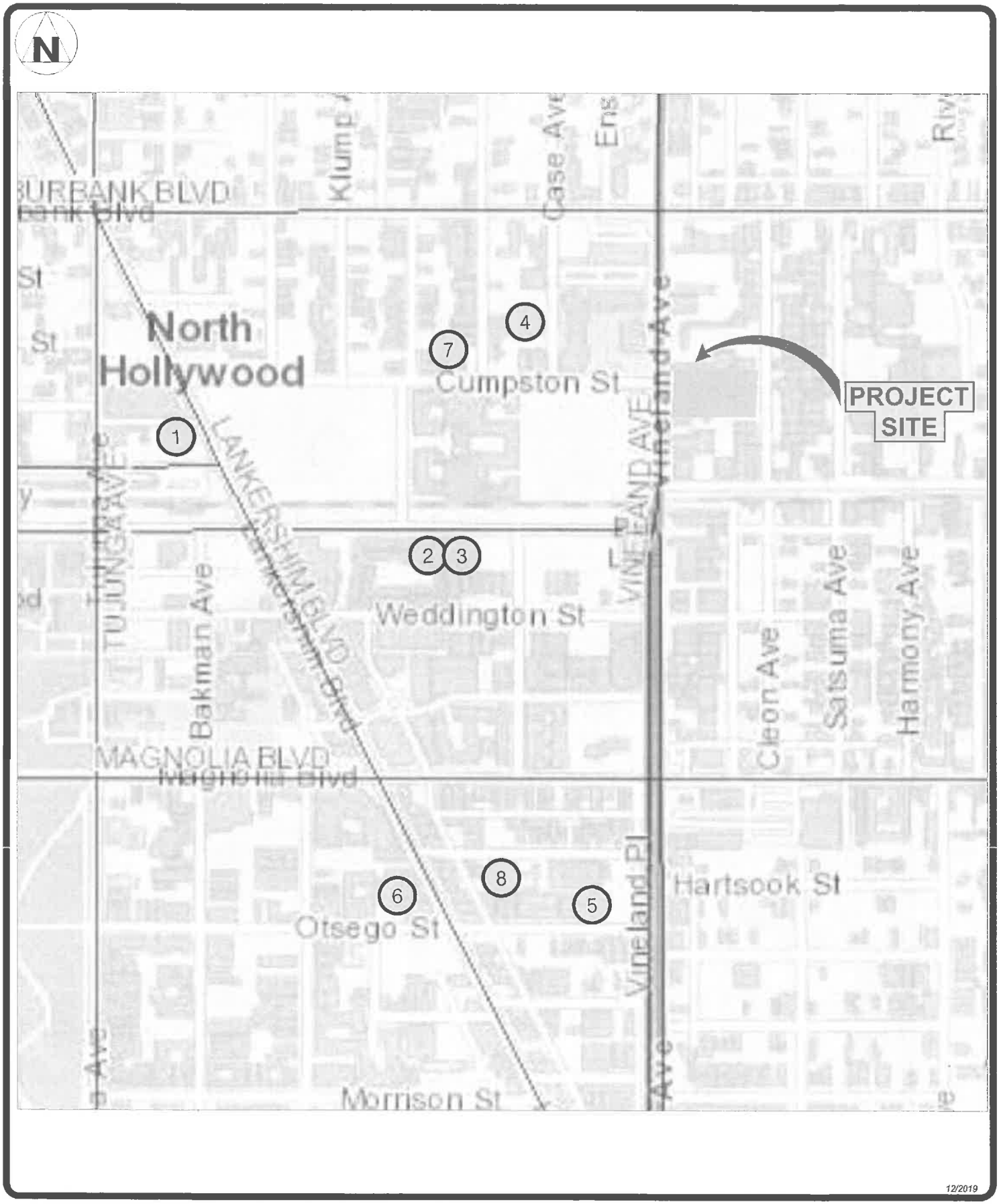
Description	ITE CODE	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Mini Warehouse	151	1.51	0.10	60%	40%	0.17	47%	53%
Office (Artists Suites)	710	9.74	1.16	86%	14%	1.15	16%	84%

Project Trip Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Proposed Project								
151	Mini Warehouse (Self Storage)	134,880 sf	204	13	8	5	23	11	12
710	Artists Suites	15,120 sf	147	18	15	3	17	3	14
SUBTOTAL PROPOSED			**351**	**31**	**23**	**8**	**40**	**14**	**26**
	Existing to be Removed								
151	Movie Gear Rental & Storage	4,260 sf	6	0	0	0	1	0	1
TOTAL NET TRIPS (Proposed - Existing)			**345**	**31**	**23**	**8**	**39**	**13**	**26**

NavigateLA Map





12/2019

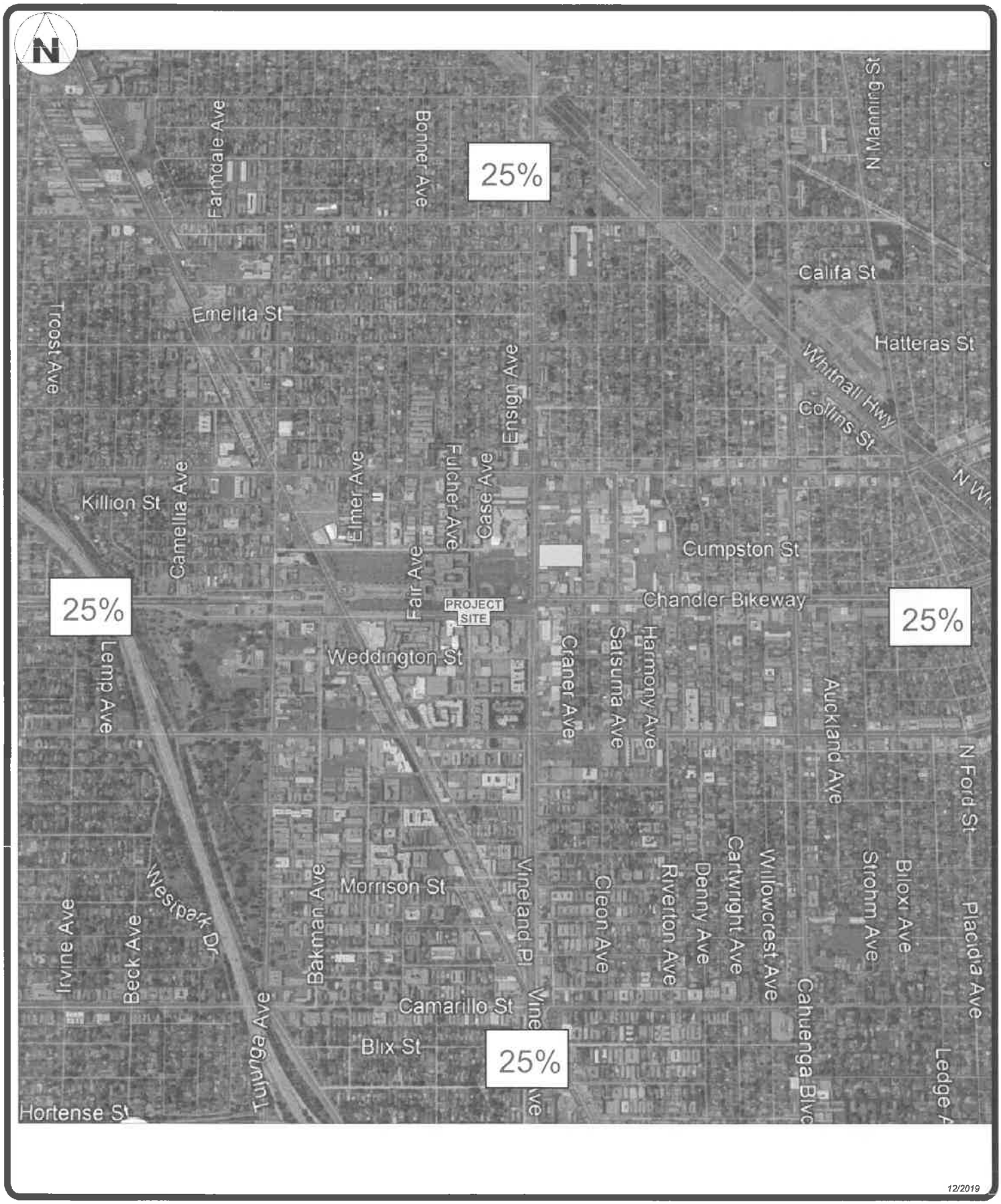
RELATED PROJECT LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

RELATED PROJECT LIST

5444 VINELAND ST MIXED USE

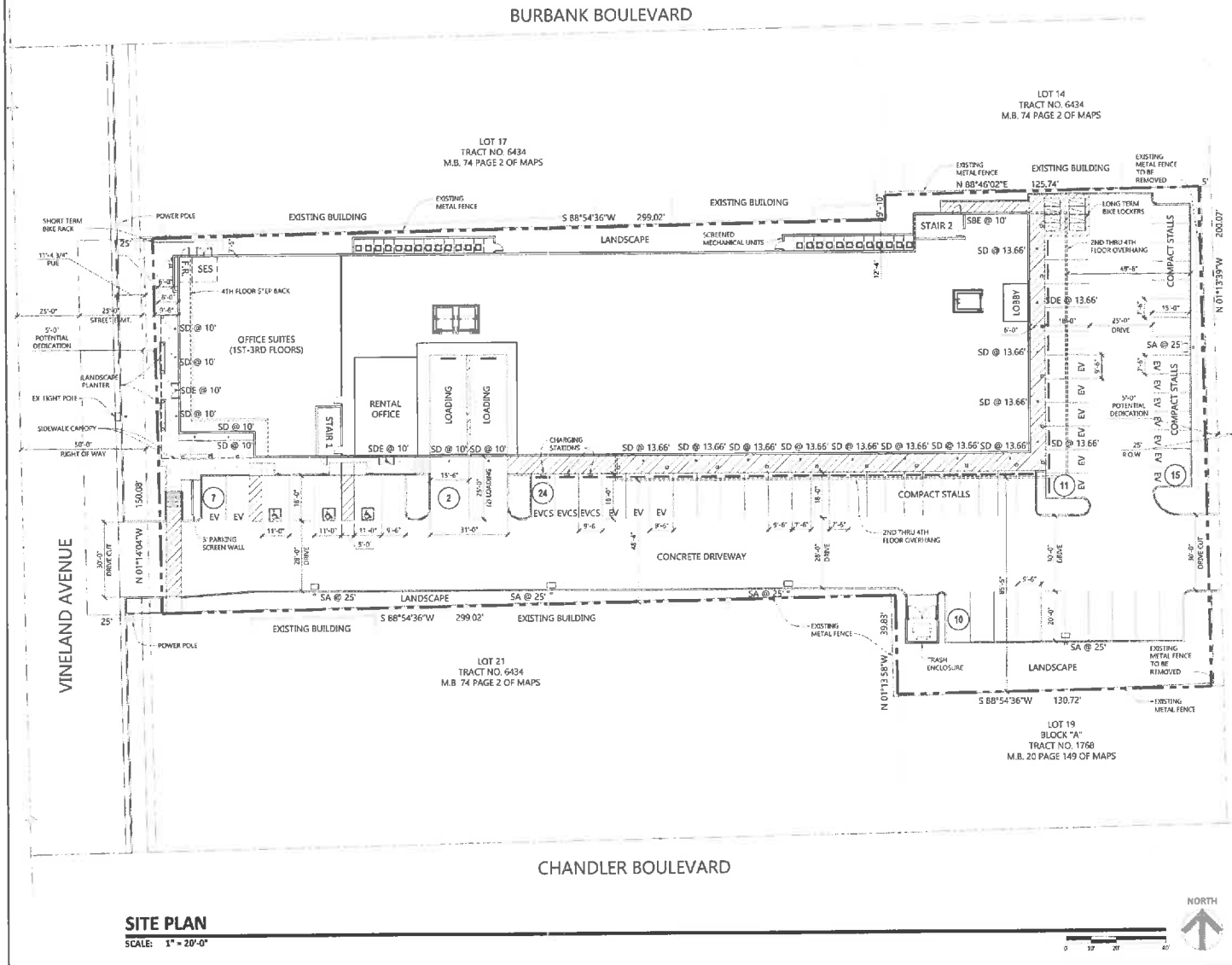
#	Project	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	NoHo Lankershim Mixed Use		5401 Lankershim Bl	882	11	34	45	35	28	63
	Office	1,918 sf								
	Retail	14,500 sf								
	Apartments	127 units								
2	The Weddington									
	Apartments	324 units	11120 Chandler Bl	2,082	38	119	157	114	61	175
3	NOHo Artwalk		11126 Chandler Bl	903	(27)	67	40	61	2	63
	Condominiums	220 units								
	Retail	9,400 sf								
	Office Removed	(31,500) sf								
	Retail Removed	(2,500) sf								
4	Apartments	90 units	5513 Case Avenue	558	8	34	42	42	10	52
5	Apartments	144 units	11011 Otsego Street	885	14	53	67	53	29	82
6	NoHo Millennium Mixed Use		5107 Lankershim Bl	1,606	9	100	109	122	51	173
	Apartments	297 units								
	Market	23,733 sf								
	Office	1,267 sf								
7	Apartments	46 units	5508 Fulcher Avenue	271	4	16	20	21	5	26
8	Apartments	61 units	11106 Hartsook Street	361	5	22	27	27	7	34



12/2019

OVERALL PROJECT DISTRIBUTION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com



SITE PLAN

SCALE: 1" = 20'-0"

PROJECT DESCRIPTION:

THE DEVELOPMENT OF A 4 STORY/1 BASEMENT MIXED USE BUILDING CONSISTING OF A SELF STORAGE FACILITY AND OFFICE/ARTIST STUDIOS. THE DEVELOPMENT OF THE PROPERTY WILL INCLUDE PAVING AND LANDSCAPING SITE IMPROVEMENTS.

PROJECT INFORMATION:

PROJECT ADDRESS:	5444 VINELAND AVENUE, LOS ANGELES, CA 91601
EXISTING ZONING:	MR2-1VL (LIGHT MANUFACTURING)
PROPOSED ZONING:	M2-2D / CU
APN:	2416001043, 2416001042, 2416001041, 2416001034, 2416001035, 2416001016, & 2416002001
LEGAL DESCRIPTION:	SEE ALTA SURVEY, SHEET 2
NET SITE AREA:	1.68 ACRES (71,011 S.F.)
COMMUNITY PLAN AREA:	NORTH HOLLYWOOD - VALLEY VILLAGE
AREA PLANNING COMMISSION:	SOUTH VALLEY
NEIGHBORHOOD COUNCIL:	NOHO
PROPOSED BUILDING USE:	MIXED USE INTERNALIZED SELF STORAGE & COMMERCIAL OFFICE
OCCUPANCY TYPE:	S-1 (STORAGE) AND B (OFFICE)
MAX FAR PERMITTED:	1.5:1
FAR 1.5:1 OF NET:	106,516 S.F. (1.5)
PROPOSED FAR:	138,141 S.F. (1.94)
COVERAGE MAX.:	N/A
COVERAGE PROPOSED:	46%
SETBACKS REQUIRED:	
FRONT:	0'-0"
SIDE:	0'-0"
REAR:	0'-0"
SETBACKS PROVIDED:	
FRONT:	(WEST = 9'-6")
SIDE:	(NORTH = 2'-0" TO 12'-4") (SOUTH = 48'-4" TO 85'-5")
REAR:	(EAST = 49'-6")
HEIGHT MAXIMUM:	MAX/ 4 STORIES
HEIGHT PROPOSED:	45'-0" T.O.P. 49'-0" T.O.P. (VINELAND SCREENING) (EXCLUDING ELEVATOR SHAFTS AND STAIRWELLS)

BUILDING AREA:

EXISTING BUILDING TO BE DEMOED:	4,277 SF
PROPOSED BUILDING:	
OFFICE/ARTIST STUDIO:	
1ST FLOOR:	5,040 SF
2ND FLOOR:	5,040 SF
3RD FLOOR:	5,040 SF
TOTAL:	15,120 SF
SELF STORAGE:	
BASEMENT:	28,156 SF
1ST FLOOR:	22,376 SF
2ND FLOOR:	28,375 SF
3RD FLOOR:	28,375 SF
4TH FLOOR:	30,858 SF
TOTAL:	134,140 SF
STORAGE RENTAL OFFICE:	740 SF
TOTAL BUILDING AREA:	150,000 S.F. (1 DOWN/4 UP)
BUILDING AREA NOT INCLUDED AS FLOOR AREA:	
EXTERIOR WALLS, STORAGE ROOMS, INTERIOR LOADING AREA	
STAIRS(2 QTY. X 5 FLOORS) ELEVATORS (4 X QTY. X 5 FLOORS) FIRE RISER, ELECTRICAL ROOM, JANITOR ROOM	11,859 SF
TOTAL GROSS BUILDING AREA:	150,000 (1 DOWN/4 UP)
	-11,859 SF
TOTAL FLOOR AREA:	138,141 SF

PARKING ANALYSIS:

REQUIRED STORAGE PARKING:	45 SPACES
1/5,000 SF FIRST 10,000 SF = 20 SPACES	
1/5,000 SF IN EXCESS OF 10,000 SF (124,740/5,000 = 25 SPACES)	
REQUIRED OFFICE SUITE PARKING:	62 SPACES
1/500 SF @ 15,860 SF/500 SF	
TOTAL STANDARD STALLS:	41 SPACES
TOTAL COMPACT STALLS:	28 SPACES (40%)
TOTAL OVERALL REQUIRED PARKING:	77 SPACES
TOTAL OVERALL PROVIDED PARKING:	69 SPACES
REQUIRED ADA PARKING:	3 SPACES
PROVIDED ADA PARKING:	3 SPACES
ELECTRIC VEHICLE PARKING:	
TOTAL EV PARKING REQUIRED:	23 SPACES (30%)
TOTAL EV PARKING PROVIDED:	23 SPACES (30%)
TOTAL EVCS PARKING REQUIRED:	3 SPACES (10%)
TOTAL EVCS PARKING PROVIDED:	3 SPACES (10%)
BICYCLE PARKING:	
REQUIRED SHORT TERM: 1/10,000 SF	16 SPACES
REDUCTION OF 1 PARKING STALL/4 BIKE STALLS	
PROVIDED SHORT TERM:	16 SPACES
REQUIRED LONG TERM: 1/10,000 SF	16 SPACES
REDUCTION OF 1 PARKING STALL/4 BIKE STALLS	
PROVIDED LONG TERM:	16 SPACES/LOCKERS

EAPC

TELE 602.441.4505 FAX
801 E Madison ST. Phoenix, AZ 85034

Grand Forks ND | Fargo ND | Bismarck ND
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www.eapc.net

CLIENT

1784 CapitalHoldings

PROJECT DESCRIPTION

NORTH HOLLYWOOD SELF STORAGE

CITY NORTH HOLLYWOOD

STATE CALIFORNIA

ISSUE DATES

MARK	DESCRIPTION	DATE
RZ	REZONE SUBMITTAL	06-19-20
SP	SITE PLAN COMMENTS #1	10-05-20
SP	SITE PLAN REVIEW	12-10-19

PROJECT NO: 20193680

DRAWN BY: MAB

CHECKED BY: MAB

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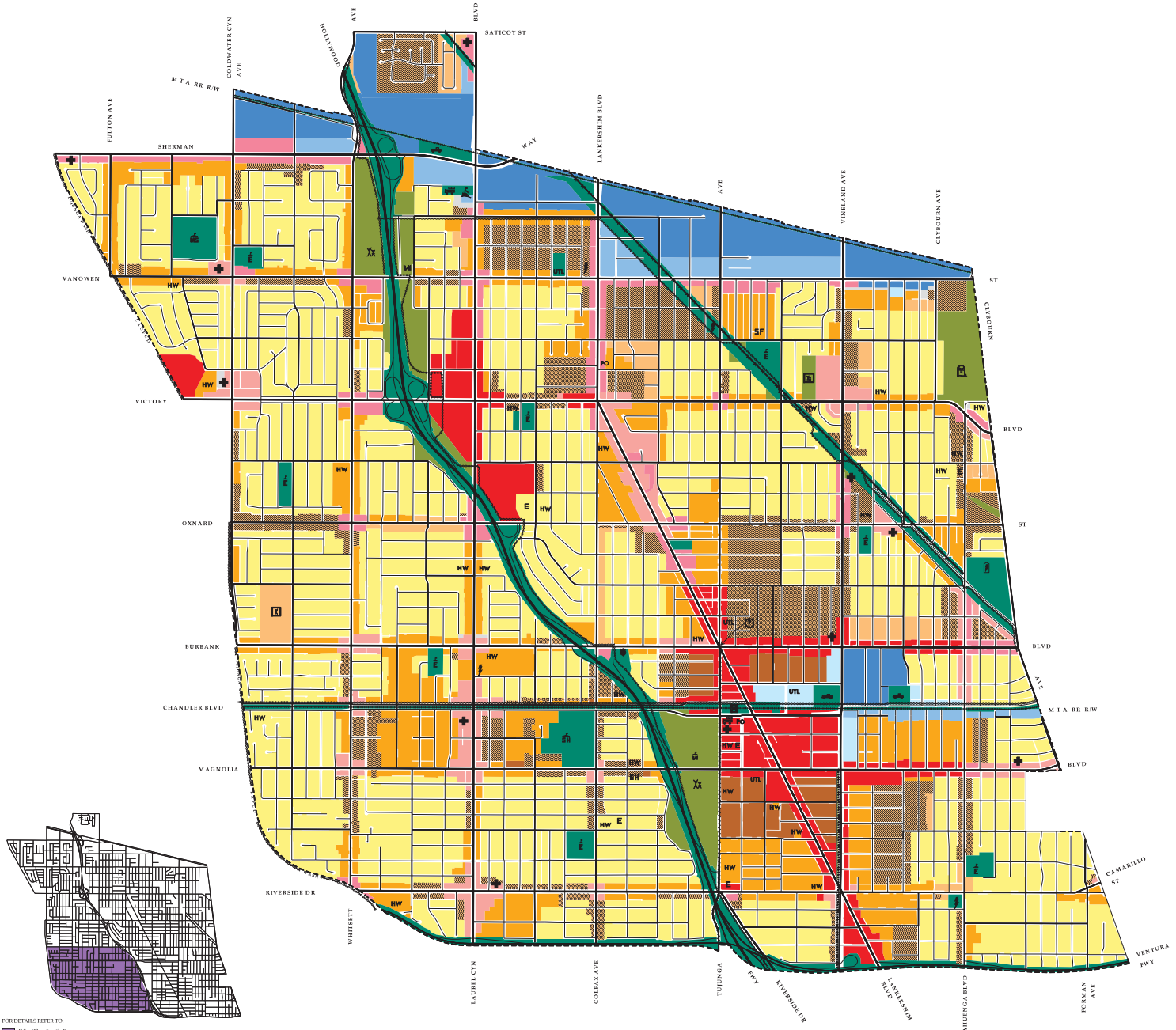
DRAWING TITLE

PRELIMINARY PLOT PLAN

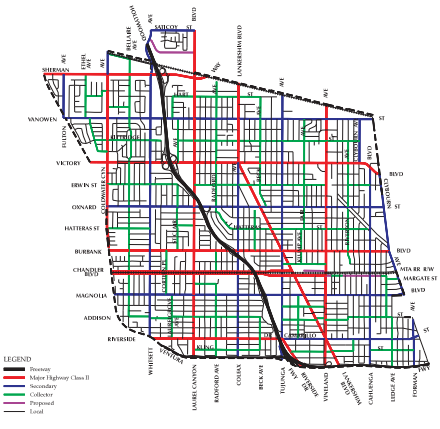
SP100

APPENDIX B

COMMUNITY PLAN LAND USE MAPS



SPECIFIC PLAN AREA



GENERALIZED CIRCULATION
(See Note 'D')

LAND USE

RESIDENTIAL	CORRESPONDING ZONES
SINGLE FAMILY [1]	
LOW	RE9,RS,R1
MULTIPLE FAMILY [1]	
LOW MEDIUM I	R2,RD5,RD4,RD3
LOW MEDIUM II	RD2,RD1.5
MEDIUM	R3
HIGH MEDIUM	R4
COMMERCIAL	
NEIGHBORHOOD [2]	CR,C1,C1.5, RAS3,RAS4,P
HIGHWAY [2] ORIENTED	C1,C1.5,C2,C4, RAS3,RAS4,P
COMMUNITY [2]	CR,C1,C1.5,C2,C4, RAS3,RAS4,P,PB
INDUSTRIAL [4]	
COMMERCIAL MANUFACTURING	CM,P
LIMITED	ML1,ML2,P
LIGHT	M2,MR2,P
PARKING	
PARKING	
OPEN SPACE, PUBLIC FACILITIES	
OPEN SPACE	OS,A1
PUBLIC FACILITIES [10]	PF

CIRCULATION

- Divided Major Hwy II
- Divided Scenic Major Hwy II
- Freeway [3]
- Major Hwy II
- Secondary Hwy
- Modified Secondary Hwy
- Collector Street
- Local Street [6]
- Railroad R/W
- Equestrian Trail

UTILITY LINE

- Transmission Line

ADMINISTRATIVE BOUNDARY

- City Boundary
- Community Boundary

NOTES:
[ ] Proposed [7]

SERVICE SYSTEM [8]

SCHOOL SITES
- Elementary School
- Middle School
- Senior High School
- Private Elementary School
- Private Senior H.S.
- Special School Facility

RECREATIONAL SITES
- Community Park
- Neighborhood Park

OTHER FACILITIES
- Community Library
- Regional Library
- Fire Training Site
- Fire Station
- Police Station
- Power Receiving Station
- Power Distribution Station
- Health Center/ Medical Facility
- Post Office
- Maintenance Facility
- Utility Facility
- House of Worship
- M.T.A. Station
- Cemetery

FOOTNOTES

1. Corresponds to Height District 1.
2. Highway Oriented and Neighborhood Commercial are intended to be limited to three stories or 45 feet.
3. Corresponds to an average Height District No. 1 with a maximum of Height District No. 2.
4. Industrial areas are intended to be limited to three stories or 45 feet.
5. Boxed symbol denotes the general location of a potential public facility, and does not designate any specific private property for acquisition.
6. Local streets and freeways are shown for reference only.
7. The Plan proposes a special study to redesign the problem intersection at Lankershim and Burbank Boulevards, and Tujunga Avenue.
8. Existing mobilehome parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
9. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations.

   Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

   It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
10. The Public Facility (PF) planning land use designation is governed on the basis of the functional needs of the property owner agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that whenever a governing body or a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 8, 1996.

Notes :
A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

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GENERAL PLAN LAND USE MAP (as of October 27 2009)

NORTH HOLLYWOOD - VALLEY VILLAGE COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Con Howe - Director

PLOT DATE : 10/27/09

DATA SOURCES:
LANDUSE (gp map) point : XHLgdbGCXPLAN1(from ENT.GENPLANDPLT08gg(sde).sde)
LANDUSE (gp map) point : NA - -
LANDUSE (gp map) point : NA - -

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APPENDIX C

CIRCULATION MAP, STREET STANDARDS AND AERIAL VIEWS

NORTH HOLLYWOOD - VALLEY VILLAGE

CIRCULATION

Date: 2/14/2017
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

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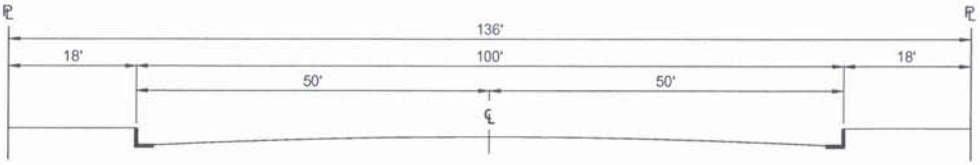
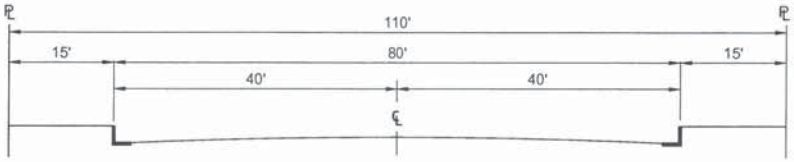
N
W E
S

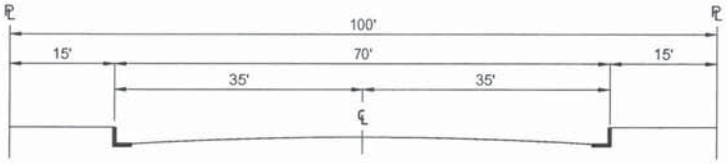
ARTERIAL STREETS



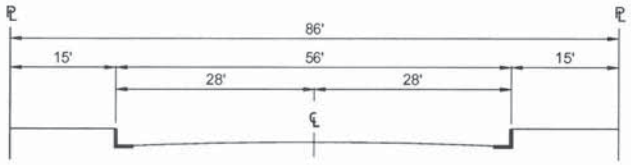
BOULEVARD I (MAJOR HIGHWAY CLASS I)



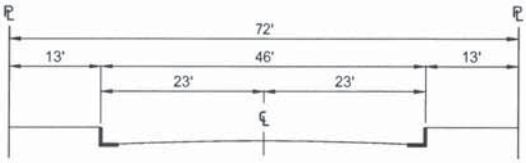
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

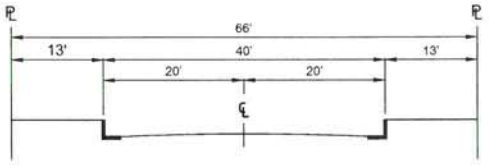
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

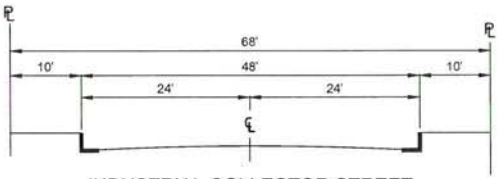
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

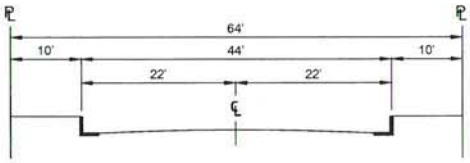
NON-ARTERIAL STREETS



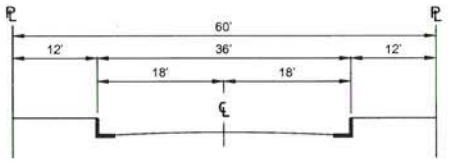
COLLECTOR STREET



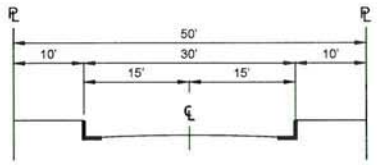
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

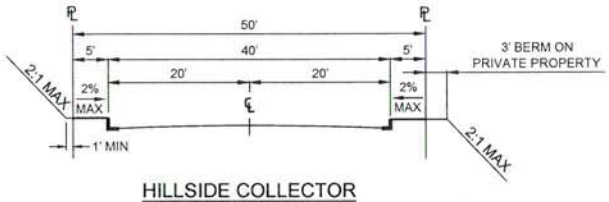


LOCAL STREET - STANDARD

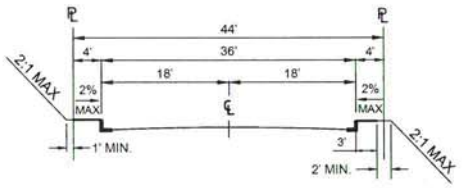


LOCAL STREET - LIMITED

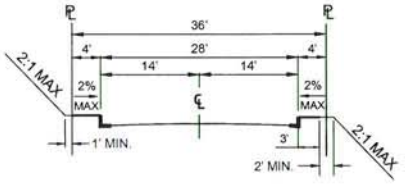
HILLSIDE STREETS



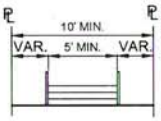
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

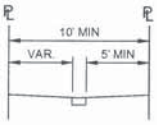


PUBLIC STAIRWAY

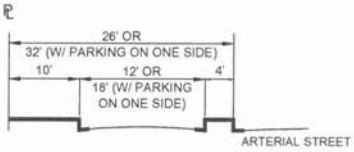
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

OTHER PUBLIC RIGHTS-OF-WAY

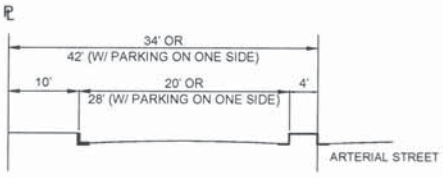
SHARED STREET



PEDESTRIAN WALKWAY

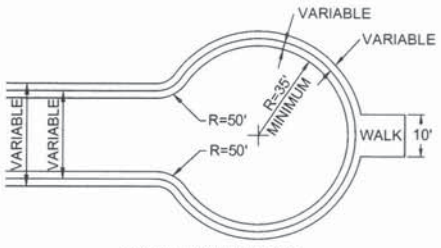


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

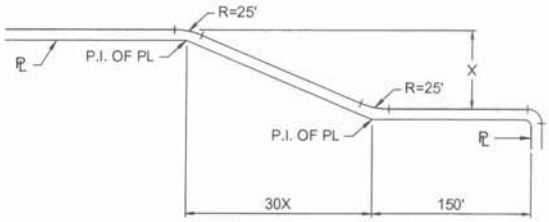
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

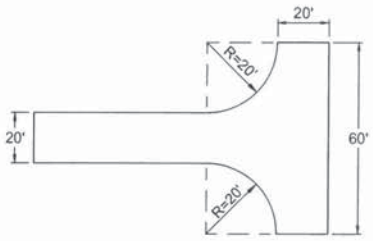
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

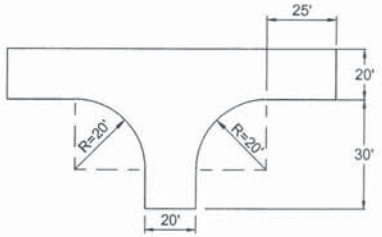


STANDARD FLARE SECTION
(PLAN VIEW)

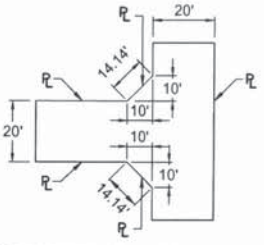
ALLEYS



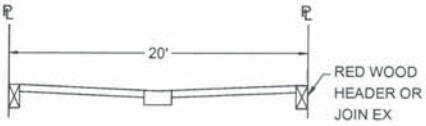
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;

   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.

   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

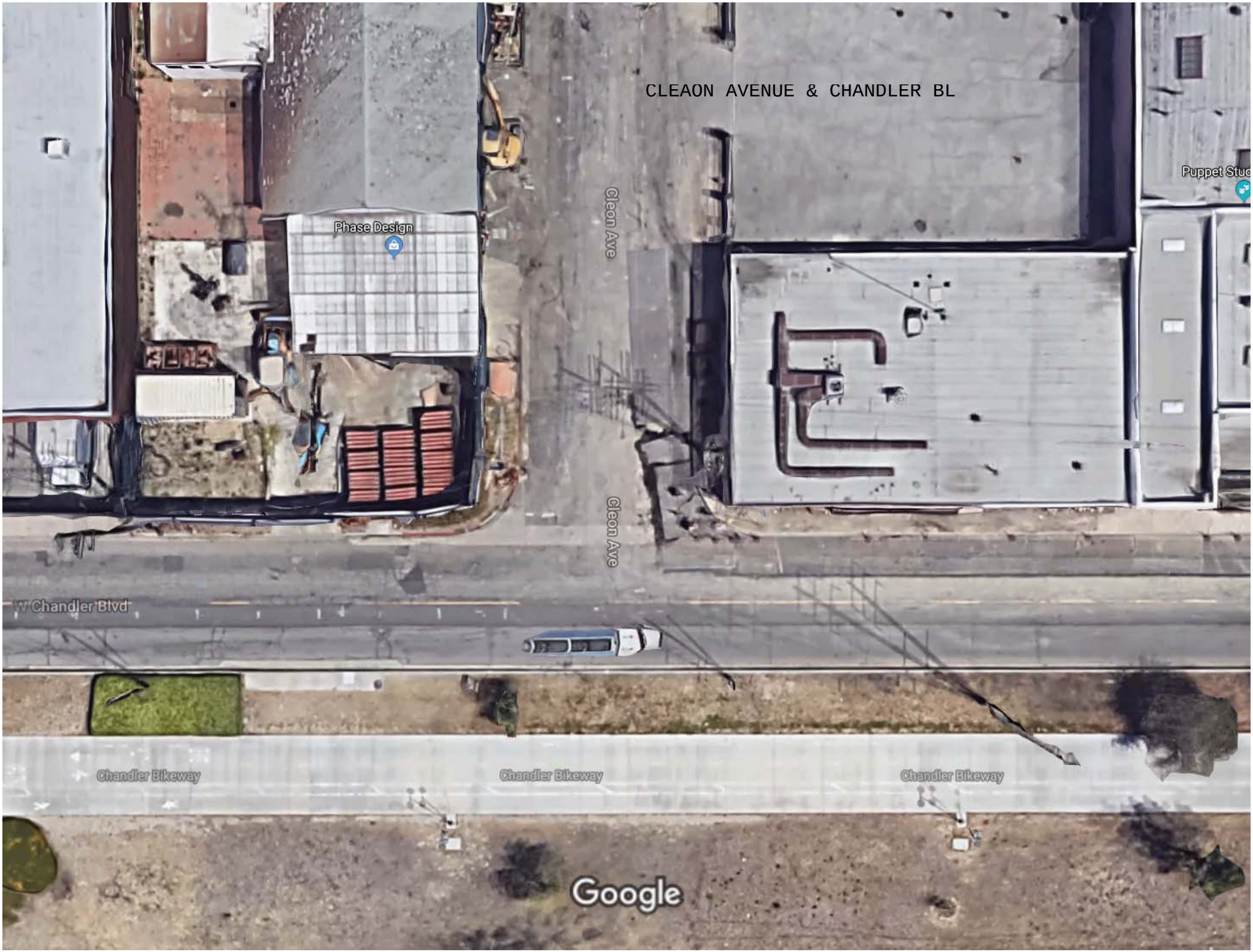
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

Chandler Bl. & Vineland Av.
North & South Intersections
Google Earth



Imagery ©2020 Google, Map data ©2020 Map data ©2020 20 ft

Google Earth

Google Earth

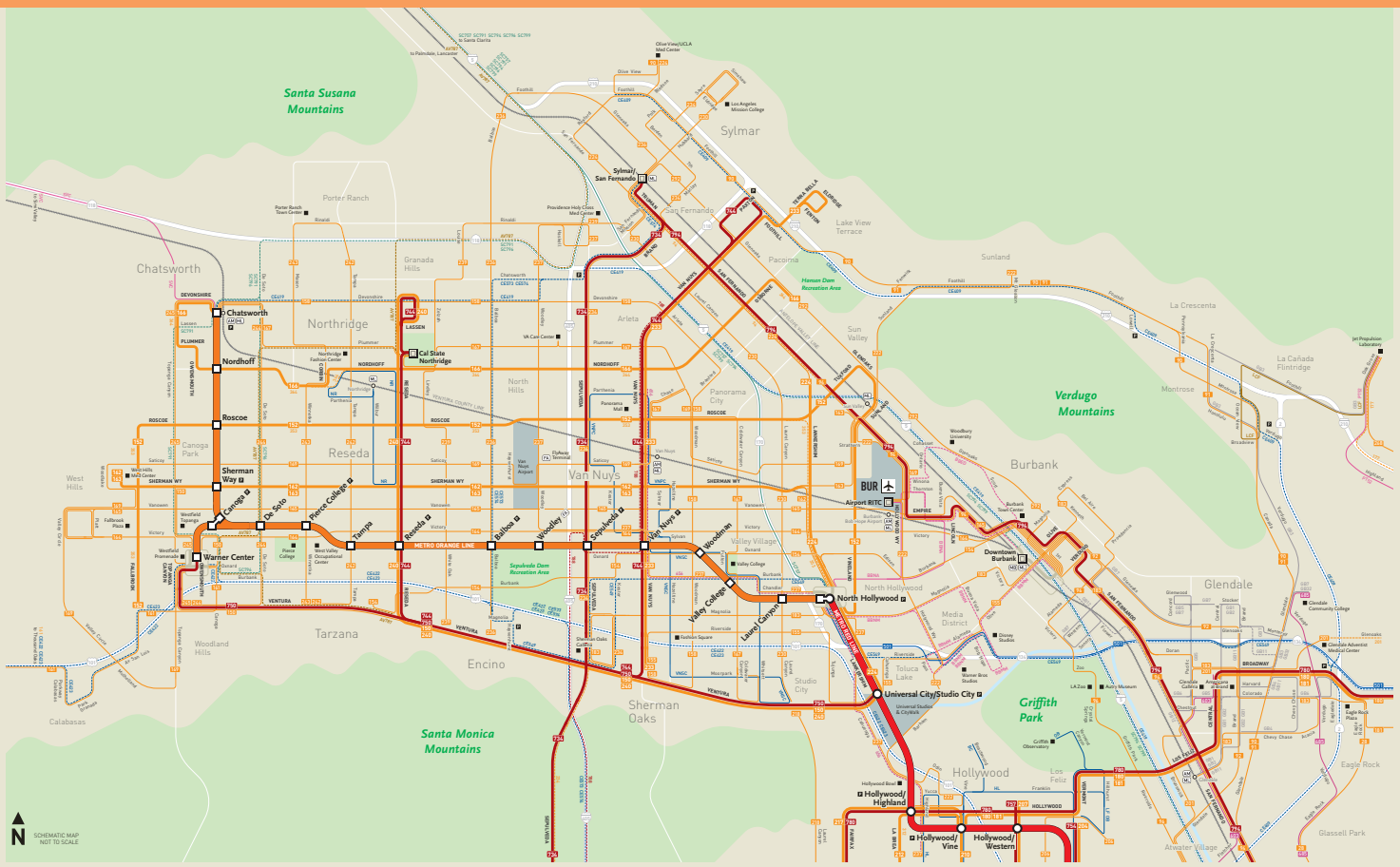
APPENDIX D

TRANSIT ROUTES

San Fernando
Pacoima
Burbank
Panorama City
Reseda
Van Nuys
Sherman Oaks
Studio City
Universal City/ Studio City
North Hollywood
Hollywood
West Hollywood
Los Feliz
Griffith Park
Cal State Northridge
Bob Hope Airport
BUR
Sun Valley
Downtown Burbank
Balboa
Woodley
Sepulveda
Woodman
Valley College
Laurel Canyon
Hollywood/ Highland
Hollywood/ Vine
Hollywood/ Western
Vermont/Su
Vermont/Sa
VICTORY
NORDHOFF
ROSCOE
SHERMAN WAY
VENTURA
OXNARD
SUNSET
SANTA MONICA
HOLLYWOOD
BRAND
VAN NUYS
SAN FERNANDO
GLENOAKS
TUXFORD
OSBORNE
LANKERSHIM
VINELAND
BURBANK
OLIVE
ALAMEDA
SEPULVEDA
RESEDA
VERMONT
LOS FELIZ
405
5
210
134
170
101
744
794
233
234
734
788
166
152
162
163
224
94
501
50
780
750
240
150
180
181
217
212
210
207
204
757
754
705
105
4
2

metro.net

San Fernando Valley



Legend

Metro Rail Line & Station | Metro Busway Line & Station | Transfers | Transfer Point | Multiple Lines | Park & Ride | Point of Interest | Amtrak & Station | Metrolink & Station | Flyaway | Greyhound | Megabus

Subject to Change

Metro Bus Lines

Metro Rapid — Limited-stop service for a faster ride. Look for Rapid bus stops and 'Rapid' in some line portals. See schedules for details.

Metro Local or Limited — A **THICK** line indicates more frequent service. Look for Local bus stops and 'Local' or 'Limited' in some line or peak-only portals.

Metro Express

Metro Shuttle

Municipal & Neighboring Bus Lines

Antelope Valley Transit
Burbank Bus
Glendale Beeline
LADOT DASH/Commuter Express
LCP Shuttle / La Cañada Flintridge
Pasadena Transit
Santa Clarita Transit
Simi Valley Transit

All information is subject to change. Before you go, check with Metro or your local transit operator for the latest updates.

metro.net
323.466.3876

Transit Service Guide

The table shows ***approximate frequency in minutes*** for all Metro services and major municipal bus lines on this map. Information reflects the main part of the line; consult schedules for details.

Metro Rail & Busway

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
750	10	12	20	12	15	12	20
Orange	6	8	15-20	10	15-20	10	15-20

Metro Bus

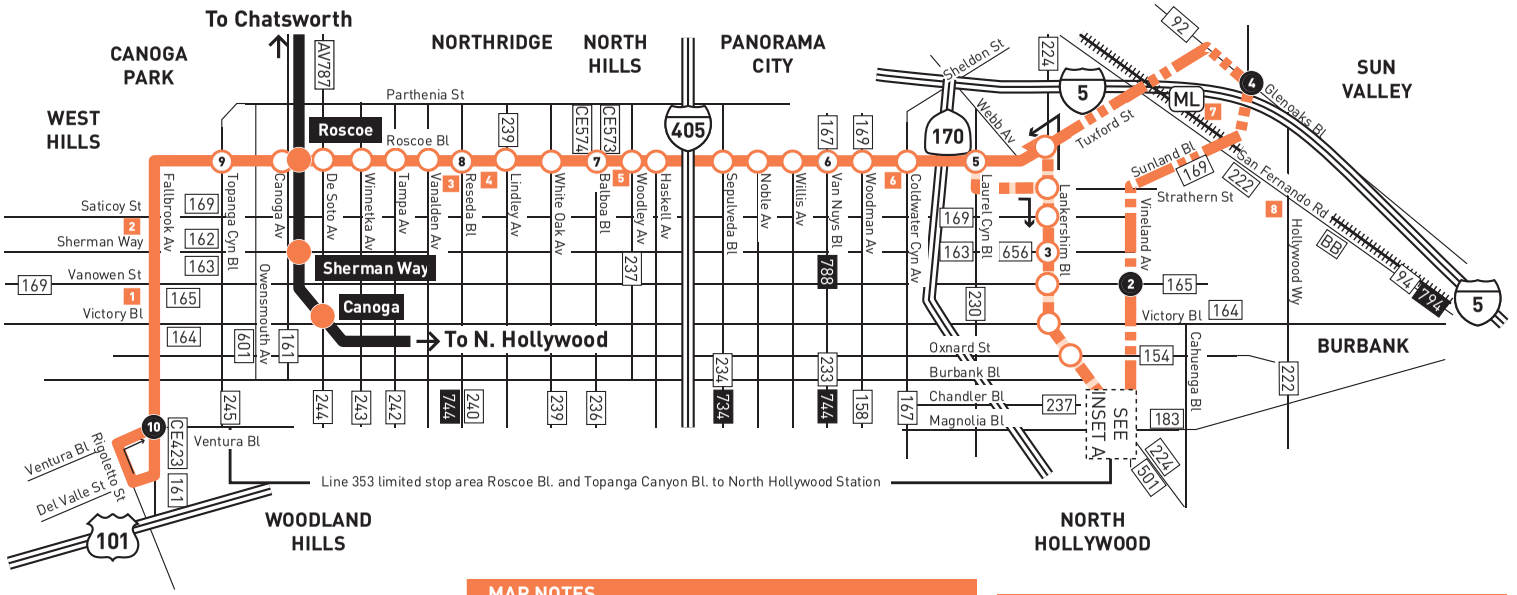
LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
150	10-15	30	30	30-35	30	30	30
152	30-35	30-60	30-60	60	60	60	60
154	30-35	30-60	60	60	60	60	60
155	15-20	20	30	30	30	30	30
156	30-35	30-60	60	60-65	60	60	60
158	20-25	30	30-60	30	30-60	30	30-60
161	10-15	15	30-60	15-20	30-60	15-20	30-60
162	15-20	20	30-60	20-25	60	20-25	60
164	30-35	30-60	60	60	60	60	60
165	10-15	15	30-60	15-20	30-60	15-20	30-60
166	30-35	30	60	30-35	60	30-35	60
167	20-25	30	60	30	60	30	60
168	10-15	15	30-60	15-20	30-60	15-20	30-60
169	30-35	30	60	30-35	60	30-35	60
170	10-20	15	30	20	30	20	30
175	30-35	30-60	60	60	60	60	60
176	30-35	30-60	60	60-65	60	60	60
177	30-35	30-60	60	60	60	60	60
179	30-35	30-60	60	60	60	60	60
180	30-35	30-60	60	60	60	60	60
181	30-35	30-60	60	60	60	60	60
183	30-35	30-60	60	60	60	60	60
185	30-35	30-60	60	60	60	60	60
200	10-15	15	30-60	15-20	30-60	15-20	30-60
201	10-15	15	30-60	15-20	30-60	15-20	30-60
202	10-15	15	30-60	15-20	30-60	15-20	30-60
204	10-15	15	30-60	15-20	30-60	15-20	30-60
206	10-15	15	30-60	15-20	30-60	15-20	30-60
207	10-15	15	30-60	15-20	30-60	15-20	30-60
210	10-15	15	30-60	15-20	30-60	15-20	30-60
212	10-15	15	30-60	15-20	30-60	15-20	30-60
217	10-15	15	30-60	15-20	30-60	15-20	30-60
218	10-15	15	30-60	15-20	30-60	15-20	30-60
220	10-15	15	30-60	15-20	30-60	15-20	30-60
224	10-15	15	30-60	15-20	30-60	15-20	30-60
230	10-15	15	30-60	15-20	30-60	15-20	30-60
232	10-15	15	30-60	15-20	30-60	15-20	30-60
233	10-15	15	30-60	15-20	30-60	15-20	30-60
234	10-15	15	30-60	15-20	30-60	15-20	30-60
236	10-15	15	30-60	15-20	30-60	15-20	30-60
237	10-15	15	30-60	15-20	30-60	15-20	30-60
240	10-15	15	30-60	15-20	30-60	15-20	30-60
242	10-15	15	30-60	15-20	30-60	15-20	30-60
243	10-15	15	30-60	15-20	30-60	15-20	30-60
244	10-15	15	30-60	15-20	30-60	15-20	30-60

Metro Rail & Busway

metro.net

Metro®

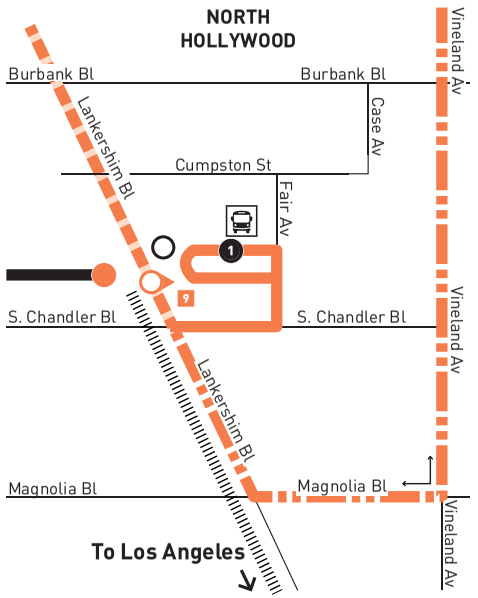
ROUTE MAP



MAP NOTES

1. **Fallbrook Center**
2. **West Hills Medical Center**
3. **Cleveland High School**
4. **Northridge Hospital**
5. **Van Nuys Airport**
6. **Kaiser-Permanente Hospital**
7. **Sun Valley Metrolink Station**
   Metro 94, 794; Metrolink Antelope Valley Line
8. **Hollywood Burbank Airport**
9. **North Hollywood Red & Orange Line Stations**
   Metro 152, 154, 162, 183, 224, 237, 353, 501, 656 Owl, Metro Red Line, Metro Orange Line; BB Media District, BB Noho/Airport; CE549; SC757

INSET MAP A



LEGEND

- Route of Lines 152, 353
- Route Line 152 only
- Route of Line 353 only
- Metro Red Line
- Local Stop Timepoint
- Limited Stop Timepoint
- Limited Stop
- Limited Stop - Single Direction Only
- Transit Center
- Metrolink Station
- Metro Orange Line Station
- AV — Antelope Valley Transit Authority
- BB — Burbank Bus
- CE — LADOT Commuter Express
- SC — Santa Clarita Transit

INSET MAP A

- North Hollywood Red Line Station
- Metro Orange Line
- Metro Orange Line Station
- Stop & Timepoint
- Limited Stop

Monday through Friday

Effective Dec 15 2019

152/353

North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

Route	NORTH HOLLYWOOD			SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
	1	2	3	4	5	6	7	8	9	10
	North Hollywood Red Line Station	Vineland & Vanowen	Lankershim & Sherman Way	Glenoaks & Sunland	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	Fallbrook & Ventura
152	—	—	—	4:45A	4:52A	5:01A	5:12A	5:18A	5:32A	5:47A
152	4:49A	4:59A	—	5:10	5:18	5:28	5:41	5:47	6:03	6:19
152	5:08	5:19	—	5:30	5:38	5:49	6:02	6:09	6:26	6:43
152	5:23	5:35	—	5:46	5:54	6:05	6:20	6:27	6:45	7:02
152	5:34	5:46	—	5:57	6:05	6:17	6:32	6:41	6:59	7:17
152	5:54	6:06	—	6:18	6:26	6:39	6:55	7:04	7:23	7:41
353	6:00	—	6:11A	—	6:19	6:29	6:43	6:50	7:05	7:23
152	6:09	6:21	—	6:34	6:43	6:56	7:13	7:23	7:42	—
152	6:16	6:28	—	6:42	6:51	7:04	7:21	7:31	7:50	8:08
353	6:19	—	6:30	—	6:38	6:48	7:02	7:09	7:24	—
152	6:32	6:44	—	6:58	7:07	7:20	7:37	7:47	8:06	8:23
152	6:40	6:52	—	7:06	7:15	7:28	7:45	7:55	8:13	—
353	6:42	—	6:53	—	7:01	7:12	7:28	7:36	7:52	—
152	6:55	7:08	—	7:23	7:32	7:45	8:02	8:10	8:27	8:44
353	7:04	—	7:16	—	7:25	7:36	7:52	8:00	8:15	—
152	7:13	7:26	—	7:41	7:50	8:03	8:19	8:27	8:44	9:01
353	7:22	—	7:34	—	7:43	7:54	8:09	8:17	8:32	—
152	7:38	7:52	—	8:06	8:15	8:27	8:42	8:50	9:07	9:24
353	7:44	—	7:56	—	8:04	8:15	8:30	8:37	8:52	—
152	7:53	8:07	—	8:20	8:29	8:41	8:56	9:04	9:21	9:38
152	8:09	8:23	—	8:36	8:45	8:57	9:11	9:19	9:36	9:53
152	8:25	8:39	—	8:52	9:01	9:13	9:27	9:35	9:52	10:09
152	8:44	8:58	—	9:11	9:21	9:33	9:47	9:55	10:12	10:29
152	9:05	9:19	—	9:32	9:42	9:54	10:08	10:16	10:33	10:50
152	9:27	9:41	—	9:54	10:04	10:16	10:30	10:38	10:55	11:12
152	9:50	10:04	—	10:17	10:27	10:39	10:53	11:01	11:18	11:35
152	10:14	10:28	—	10:41	10:51	11:03	11:17	11:25	11:42	11:59
152	10:37	10:51	—	11:04	11:14	11:27	11:41	11:49	12:06P	12:23P
152	11:00	11:15	—	11:28	11:38	11:51	12:05P	12:13P	12:30	12:47
152	11:24	11:39	—	11:52	12:02P	12:15P	12:29	12:37	12:55	1:12
152	11:47	12:03P	—	12:16P	12:26	12:39	12:53	1:01	1:19	1:36
152	12:11P	12:27	—	12:40	12:50	1:03	1:17	1:25	1:43	2:00
152	12:34	12:50	—	1:03	1:13	1:27	1:41	1:49	2:07	2:24
152	12:58	1:14	—	1:27	1:37	1:51	2:05	2:13	2:31	2:48
152	—	—	—	—	—	H 1:56	2:11	2:19	2:37	2:54
152	1:20	1:36	—	1:50	2:00	2:15	2:30	2:38	2:56	3:13
152	1:44	2:00	—	2:14	2:24	2:39	2:54	3:02	3:20	3:37
152	—	—	—	—	—	—	—	—	J 3:29	3:46
152	2:06	2:22	—	2:36	2:46	3:01	3:16	3:24	3:42	3:59
152	2:23	2:40	—	2:54	3:04	3:20	3:35	3:43	4:01	4:18
152	—	—	—	—	—	I 3:28	3:43	3:51	4:09	4:26
152	2:36	2:53	—	3:07	3:17	3:33	3:48	3:56	4:14	4:31
152	2:46	3:04	—	3:19	3:29	3:45	4:00	4:08	4:26	4:43
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152	3:20	3:38	—	3:53	4:03	4:19	4:34	4:42	5:00	—
353	3:32	—	3:46P	—	3:55	4:08	4:23	4:30	4:45	5:02
152	3:44	4:02	—	4:17	4:27	4:43	4:58	5:06	5:24	5:41
353	3:55	—	4:09	—	4:18	4:31	4:46	4:53	5:08	5:25
152	4:08	4:26	—	4:41	4:51	5:07	5:22	5:30	5:48	6:05
353	4:18	—	4:32	—	4:41	4:55	5:10	5:17	5:32	—
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353	4:42	—	4:56	—	5:05	5:19	5:34	5:41	5:56	—
152	4:58	5:16	—	5:31	5:41	5:57	6:12	6:20	6:37	6:53
353	5:06	—	5:20	—	5:29	5:43	5:58	6:05	6:19	—
152	5:38	5:56	—	6:11	6:21	6:36	6:50	6:57	7:14	7:30
353	5:41	—	5:54	—	6:03	6:16	6:31	6:38	6:52	—
152	6:05	6:23	—	6:37	6:46	7:00	7:13	7:20	7:37	—
152	6:37	6:55	—	7:08	7:17	7:30	7:42	7:49	8:05	8:21
152	7:11	7:28	—	7:40	7:48	8:00	8:12	8:19	8:35	8:51
152	7:43	7:58	—	8:10	8:18	8:30	8:41	8:48	9:02	—
152	8:15	8:29	—	8:41	8:49	9:00	9:10	9:16	9:29	9:43
152	8:48	9:01	—	9:12	9:20	9:30	9:40	9:46	9:59	—
152	9:21	9:34	—	9:45	9:53	10:03	10:13	10:19	10:32	10:45
152	10:21	10:34	—	10:44	10:51	11:00	11:10	11:15	11:28	11:41
152	11:23	11:35	—	11:44	11:51	11:59	12:10A	12:15A	12:28A	12:41A

Monday through Friday

Effective Dec 15 2019

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North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

	WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD		
	10	9	8	7	6	5	4	3	2	1
Route	Fallbrook & Ventura	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Glenoaks & Sunland	Lankershim & Sherman Way	Vineland & Vanowen	North Hollywood Red Line Station
152	3:59A	4:11A	4:25A	4:30A	4:42A	4:50A	4:57A	—	5:06A	5:15A
152	—	4:52	5:06	5:11	5:23	5:31	5:38	—	5:48	5:58
152	4:59	5:11	5:25	5:30	5:43	5:52	5:59	—	6:09	6:19
152	—	5:27	5:42	5:48	6:01	6:11	6:19	—	6:29	6:39
152	5:30	5:42	5:58	6:05	6:19	6:29	6:38	—	6:50	7:00
152	—	5:53	6:10	6:17	6:31	6:42	6:51	—	7:03	7:15
353	—	6:08	6:21	6:27	6:42	6:52	—	6:59A	—	7:11
152	6:00	6:12	6:29	6:36	6:52	7:04	7:13	—	7:26	7:39
353	—	6:25	6:40	6:46	7:01	7:13	—	7:20	—	7:32
152	6:16	6:28	6:46	6:53	7:10	7:23	7:32	—	7:45	7:58
353	—	6:42	6:57	7:03	7:20	7:32	—	7:40	—	7:53
152	6:35	6:48	7:06	7:13	7:30	7:45	7:54	—	8:07	8:20
353	—	6:59	7:15	7:22	7:40	7:53	—	8:01	—	8:13
152	6:53	7:06	7:25	7:32	7:50	8:04	8:13	—	8:26	8:38
353	—	7:18	7:35	7:42	8:00	8:12	—	8:19	—	8:31
152	7:13	7:26	7:45	7:53	8:11	8:24	8:33	—	8:45	8:57
353	7:28	7:41	7:58	8:05	8:23	8:35	—	8:42	—	8:53
152	7:38	7:51	8:10	8:18	8:36	8:47	8:56	—	9:08	9:20
152	7:57	8:10	8:29	8:37	8:54	9:05	9:14	—	9:26	9:37
152	8:20	8:33	8:52	9:00	9:16	9:27	9:36	—	9:48	9:59
152	8:42	8:55	9:14	9:22	9:38	9:49	9:58	—	10:10	10:21
152	9:03	9:17	9:36	9:44	10:00	10:11	10:20	—	10:32	10:43
152	9:28	9:42	10:00	10:08	10:24	10:35	10:44	—	10:56	11:07
152	9:52	10:06	10:24	10:32	10:48	10:59	11:08	—	11:20	11:31
152	10:16	10:30	10:48	10:56	11:12	11:23	11:32	—	11:44	11:55
152	10:40	10:54	11:12	11:20	11:36	11:48	11:57	—	12:09P	12:20P
152	11:03	11:17	11:35	11:43	11:59	12:11P	12:20P	—	12:32	12:43
152	11:26	11:41	11:59	12:07P	12:23P	12:35	12:44	—	12:56	1:07
152	11:51	12:05P	12:23P	12:31	12:47	12:59	1:08	—	1:21	1:32
152	12:13P	12:27	12:46	12:54	1:10	1:22	1:31	—	1:44	1:55
152	—	—	—	—	—	E 1:41	1:50	—	2:03	2:15
152	—	—	—	—	—	D 1:42	1:51	—	2:04	2:16
152	—	—	—	—	—	E 1:45	1:54	—	2:07	2:19
152	12:36	12:51	1:11	1:19	1:35	1:47	1:56	—	2:09	2:21
152	1:01	1:16	1:36	1:44	2:00	2:12	2:21	—	2:34	2:46
152	1:25	1:40	2:00	2:08	2:25	2:38	2:47	—	3:00	3:12
152	1:48	2:03	2:22	2:30	2:48	3:01	3:10	—	3:23	3:35
152	—	—	—	—	—	F 3:12	3:21	—	3:34	3:46
152	—	2:16	2:35	2:44	3:02	3:15	3:24	—	3:37	3:49
152	—	—	—	—	—	G 3:16	3:25	—	3:38	3:50
152	—	—	—	—	—	G 3:17	3:26	—	3:39	3:51
152	2:15	2:30	2:49	2:58	3:16	3:29	3:38	—	3:51	4:03
152	2:29	2:44	3:03	3:12	3:30	3:43	3:52	—	4:05	4:17
152	2:39	2:54	3:13	3:22	3:40	3:53	4:02	—	4:15	4:27
152	2:49	3:04	3:23	3:32	3:50	4:03	4:12	—	4:25	4:37
152	2:59	3:14	3:33	3:42	4:00	4:13	4:22	—	4:35	4:47
353	3:15	3:30	3:46	3:53	4:10	4:21	—	4:28P	—	4:40
152	3:19	3:34	3:53	4:02	4:20	4:33	4:42	—	4:55	5:07
353	3:35	3:50	4:06	4:13	4:30	4:41	—	4:49	—	5:01
152	3:39	3:54	4:13	4:22	4:40	4:53	5:02	—	5:15	5:27
353	3:53	4:08	4:25	4:32	4:50	5:01	—	5:09	—	5:21
152	3:59	4:14	4:33	4:42	5:00	5:13	5:22	—	5:35	5:46
353	4:13	4:28	4:45	4:52	5:10	5:21	—	5:29	—	5:41
152	4:19	4:34	4:53	5:02	5:20	5:33	5:42	—	5:55	6:06
353	4:33	4:48	5:05	5:12	5:30	5:41	—	5:49	—	6:01
152	4:39	4:54	5:13	5:22	5:40	5:52	6:01	—	6:13	6:24
152	4:51	5:07	5:26	5:34	5:52	6:04	6:12	—	6:24	6:35
152	5:06	5:22	5:41	5:49	6:07	6:19	6:27	—	6:39	6:50
152	5:27	5:43	6:02	6:10	6:27	6:39	6:47	—	6:59	7:09
152	5:55	6:11	6:30	6:37	6:52	7:04	7:12	—	7:23	7:33
152	6:28	6:43	7:01	7:08	7:22	7:33	7:41	—	7:52	8:02
152	7:05	7:19	7:36	7:43	7:57	8:07	8:14	—	8:25	8:35
152	7:43	7:57	8:13	8:20	8:33	8:43	8:50	—	9:01	9:11
152	8:47	9:00	9:15	9:21	9:33	9:42	9:49	—	9:59	10:09
152	9:54	10:06	10:21	10:27	10:38	10:46	10:53	—	11:03	11:13
152	10:57	11:08	11:22	11:27	11:38	11:46	11:53	—	12:03A	12:13A

Saturday

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North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

NORTH HOLLYWOOD		SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
1	2	4	5	6	7	8	9	10
North Hollywood Red Line Station	Vineland & Vanowen	Glenoaks & Sunland	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	Fallbrook & Ventura
4:40A	4:51A	5:00A	5:07A	5:16A	5:27A	5:33A	5:47A	6:02A
5:17	5:29	5:39	5:47	5:56	6:09	6:15	6:30	6:46
5:43	5:55	6:05	6:13	6:23	6:36	6:42	6:57	7:13
6:08	6:20	6:31	6:39	6:50	7:04	7:11	7:26	7:42
6:34	6:46	6:58	7:06	7:17	7:31	7:38	7:53	8:09
7:00	7:13	7:25	7:33	7:44	7:58	8:05	8:20	8:36
7:27	7:40	7:52	8:00	8:11	8:24	8:31	8:48	9:04
7:50	8:04	8:17	8:26	8:38	8:51	8:59	9:17	9:34
8:17	8:31	8:44	8:53	9:05	9:18	9:26	9:44	10:01
8:44	8:58	9:11	9:20	9:32	9:45	9:53	10:11	10:28
9:10	9:25	9:38	9:47	9:59	10:12	10:20	10:38	10:55
9:37	9:52	10:05	10:14	10:26	10:39	10:47	11:05	11:22
10:04	10:19	10:32	10:41	10:53	11:06	11:14	11:32	11:49
10:31	10:46	10:59	11:08	11:21	11:34	11:42	11:59	12:17P
10:57	11:13	11:27	11:36	11:49	12:02P	12:10P	12:28P	12:45
11:24	11:41	11:55	12:04P	12:17P	12:30	12:38	12:56	1:13
11:52	12:09P	12:23P	12:32	12:45	12:58	1:06	1:24	1:41
12:20P	12:37	12:51	1:00	1:13	1:26	1:34	1:52	2:09
12:47	1:04	1:18	1:28	1:41	1:54	2:02	2:20	2:37
1:15	1:32	1:46	1:55	2:08	2:21	2:29	2:47	3:04
1:41	1:58	2:12	2:22	2:35	2:48	2:56	3:14	3:31
2:09	2:26	2:40	2:49	3:02	3:15	3:23	3:41	3:58
2:35	2:52	3:06	3:15	3:28	3:41	3:49	4:07	4:24
3:01	3:18	3:32	3:41	3:54	4:07	4:15	4:33	4:50
3:27	3:44	3:58	4:07	4:20	4:33	4:41	4:59	5:16
3:54	4:11	4:24	4:33	4:46	4:59	5:07	5:24	5:41
4:21	4:38	4:51	5:00	5:13	5:26	5:34	5:51	6:07
4:52	5:09	5:22	5:31	5:44	5:57	6:05	6:22	6:38
5:24	5:41	5:54	6:03	6:16	6:29	6:37	6:54	7:10
5:59	6:15	6:28	6:37	6:50	7:03	7:10	7:27	7:43
6:39	6:55	7:08	7:17	7:30	7:43	7:50	8:07	8:22
7:27	7:42	7:55	8:03	8:15	8:27	8:34	8:50	9:04
8:17	8:30	8:41	8:49	9:00	9:10	9:16	9:29	9:43
9:21	9:34	9:45	9:53	10:03	10:13	10:19	10:32	10:45
10:20	10:33	10:43	10:50	10:59	11:09	11:14	11:27	11:40
11:22	11:34	11:43	11:50	11:59	12:09A	12:14A	12:27A	12:40A

Sunday and Holiday

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North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

NORTH HOLLYWOOD		SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
1	2	4	5	6	7	8	9	10
North Hollywood Red Line Station	Vineland & Vanowen	Glenoaks & Sunland	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	Fallbrook & Ventura
6:13A	6:24A	6:35A	6:43A	6:53A	7:04A	7:10A	7:24A	7:38A
6:42	6:53	7:04	7:12	7:23	7:34	7:40	7:54	8:08
7:10	7:22	7:33	7:41	7:53	8:04	8:10	8:24	8:38
7:40	7:52	8:03	8:11	8:23	8:34	8:40	8:55	9:09
8:10	8:22	8:33	8:41	8:53	9:04	9:11	9:28	9:43
8:39	8:51	9:03	9:11	9:23	9:34	9:41	9:58	10:13
9:08	9:21	9:33	9:41	9:53	10:04	10:11	10:28	10:44
9:38	9:51	10:04	10:12	10:24	10:35	10:42	10:59	11:15
10:08	10:21	10:34	10:43	10:55	11:06	11:13	11:30	11:46
10:39	10:52	11:05	11:14	11:26	11:38	11:45	12:02P	12:18P
11:08	11:22	11:35	11:44	11:57	12:09P	12:16P	12:33	12:49
11:39	11:53	12:06P	12:14P	12:28P	12:40	12:47	1:04	1:20
12:10P	12:24P	12:37	12:45	12:59	1:11	1:18	1:35	1:50
12:41	12:55	1:08	1:16	1:30	1:42	1:49	2:07	2:22
1:11	1:26	1:39	1:48	2:01	2:13	2:20	2:38	2:53
1:44	1:59	2:11	2:20	2:32	2:44	2:51	3:08	3:24
2:14	2:29	2:42	2:51	3:03	3:15	3:22	3:38	3:54
2:46	3:00	3:13	3:22	3:34	3:46	3:53	4:09	4:24
3:18	3:32	3:44	3:53	4:05	4:17	4:24	4:41	4:56
3:49	4:03	4:15	4:24	4:36	4:48	4:55	5:12	5:28
4:20	4:34	4:46	4:55	5:07	5:19	5:26	5:43	5:59
4:51	5:05	5:17	5:26	5:38	5:50	5:57	6:14	6:29
5:22	5:36	5:48	5:57	6:09	6:21	6:28	6:45	7:00
5:53	6:07	6:19	6:27	6:39	6:51	6:58	7:14	7:28
6:26	6:40	6:52	7:00	7:12	7:24	7:31	7:47	8:01
7:01	7:14	7:26	7:34	7:46	7:58	8:05	8:21	8:35
7:39	7:52	8:03	8:11	8:23	8:35	8:42	8:56	9:10
8:17	8:30	8:41	8:49	9:00	9:10	9:16	9:29	9:43
9:21	9:34	9:45	9:53	10:03	10:13	10:19	10:32	10:45
10:20	10:33	10:43	10:50	10:59	11:09	11:14	11:27	11:40
11:22	11:34	11:43	11:50	11:59	12:09A	12:14A	12:27A	12:40A

Saturday

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North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD	
10	9	8	7	6	5	4	2	1
Fallbrook & Ventura	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Glenoaks & Sunland	Vineland & Vanowen	North Hollywood Red Line Station
4:40A	4:51A	5:05A	5:11A	5:21A	5:29A	5:37A	5:47A	5:55A
5:16	5:27	5:42	5:48	5:59	6:09	6:17	6:27	6:36
5:44	5:56	6:11	6:18	6:30	6:40	6:48	6:59	7:08
6:11	6:23	6:38	6:45	6:59	7:10	7:18	7:29	7:39
6:40	6:52	7:07	7:14	7:28	7:39	7:47	7:58	8:08
7:07	7:19	7:35	7:42	7:57	8:08	8:16	8:28	8:38
7:33	7:46	8:02	8:10	8:25	8:36	8:44	8:56	9:06
7:59	8:12	8:28	8:36	8:51	9:02	9:10	9:23	9:33
8:25	8:38	8:54	9:02	9:17	9:28	9:36	9:49	10:00
8:51	9:04	9:20	9:28	9:43	9:54	10:02	10:15	10:26
9:16	9:29	9:46	9:54	10:09	10:21	10:29	10:42	10:53
9:41	9:55	10:12	10:20	10:35	10:47	10:56	11:09	11:21
10:06	10:19	10:36	10:44	11:00	11:12	11:21	11:34	11:46
10:30	10:43	11:00	11:08	11:25	11:37	11:46	11:59	12:11P
10:55	11:08	11:25	11:33	11:50	12:02P	12:11P	12:24P	12:36
11:21	11:34	11:51	11:59	12:16P	12:28	12:37	12:50	1:02
11:47	11:59	12:17P	12:25P	12:42	12:54	1:03	1:16	1:28
12:13P	12:26P	12:43	12:51	1:08	1:20	1:29	1:42	1:54
12:38	12:51	1:09	1:17	1:34	1:46	1:55	2:07	2:19
1:04	1:17	1:35	1:43	2:00	2:12	2:21	2:33	2:45
1:31	1:45	2:02	2:10	2:27	2:39	2:48	3:00	3:11
1:58	2:12	2:29	2:37	2:54	3:06	3:15	3:27	3:38
2:25	2:39	2:56	3:04	3:21	3:33	3:42	3:54	4:05
2:52	3:06	3:23	3:31	3:48	4:00	4:09	4:21	4:32
3:18	3:32	3:49	3:57	4:14	4:26	4:35	4:47	4:58
3:44	3:58	4:15	4:23	4:40	4:51	4:59	5:11	5:22
4:10	4:24	4:41	4:49	5:06	5:17	5:25	5:37	5:48
4:37	4:51	5:08	5:16	5:33	5:44	5:52	6:04	6:15
5:07	5:21	5:38	5:46	6:03	6:14	6:22	6:34	6:45
5:39	5:53	6:10	6:18	6:35	6:46	6:54	7:06	7:17
6:18	6:32	6:49	6:56	7:11	7:21	7:29	7:40	7:51
6:56	7:09	7:25	7:32	7:46	7:56	8:04	8:15	8:26
7:43	7:56	8:12	8:19	8:32	8:42	8:50	9:01	9:11
8:47	9:00	9:15	9:21	9:33	9:42	9:49	9:59	10:09
9:54	10:06	10:21	10:27	10:38	10:46	10:53	11:03	11:13
10:57	11:08	11:22	11:27	11:38	11:46	11:53	12:03A	12:13A

Sunday and Holiday

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North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD	
10	9	8	7	6	5	4	2	1
Fallbrook & Ventura	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Glenoaks & Sunland	Vineland & Vanowen	North Hollywood Red Line Station
5:51A	6:02A	6:17A	6:23A	6:35A	6:44A	6:51A	7:01A	7:10A
6:34	6:45	7:01	7:07	7:20	7:30	7:37	7:49	7:58
7:15	7:27	7:42	7:48	8:02	8:13	8:20	8:32	8:42
7:50	8:02	8:17	8:24	8:38	8:49	8:56	9:08	9:19
8:23	8:35	8:50	8:57	9:11	9:22	9:29	9:41	9:52
8:53	9:05	9:21	9:28	9:42	9:53	10:00	10:12	10:23
9:23	9:36	9:52	9:59	10:13	10:25	10:32	10:44	10:55
9:54	10:07	10:23	10:30	10:44	10:56	11:03	11:15	11:26
10:24	10:37	10:54	11:01	11:15	11:27	11:34	11:47	11:58
10:55	11:08	11:25	11:32	11:46	11:58	12:05P	12:18P	12:29P
11:27	11:40	11:56	12:03P	12:17P	12:30P	12:37	12:50	1:01
11:58	12:11P	12:27P	12:34	12:49	1:02	1:09	1:22	1:33
12:29P	12:42	12:59	1:06	1:21	1:32	1:39	1:52	2:03
1:00	1:14	1:31	1:38	1:53	2:04	2:11	2:23	2:34
1:31	1:45	2:02	2:09	2:24	2:35	2:42	2:54	3:05
2:01	2:15	2:32	2:39	2:54	3:05	3:12	3:24	3:36
2:33	2:47	3:04	3:11	3:25	3:36	3:43	3:55	4:07
3:05	3:19	3:35	3:42	3:56	4:07	4:14	4:26	4:38
3:36	3:50	4:06	4:13	4:27	4:38	4:45	4:57	5:09
4:08	4:22	4:38	4:45	4:59	5:10	5:17	5:29	5:40
4:42	4:56	5:12	5:19	5:33	5:44	5:51	6:03	6:14
5:16	5:30	5:47	5:54	6:08	6:19	6:26	6:38	6:49
5:53	6:07	6:24	6:31	6:44	6:54	7:01	7:13	7:24
6:36	6:50	7:06	7:13	7:26	7:36	7:43	7:54	8:04
7:38	7:52	8:07	8:14	8:27	8:37	8:44	8:55	9:05
8:47	9:00	9:15	9:21	9:33	9:42	9:49	10:00	10:10
9:54	10:06	10:21	10:27	10:38	10:46	10:53	11:03	11:13
10:57	11:08	11:22	11:27	11:38	11:46	11:53	12:03A	12:13A

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarchavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net or llamar al 511 y decir "Nextrip".

Special Notes

Line 353 operates weekdays only

B Time shown is school days schedule. On school holidays, bus will depart 2 minutes later. Times from Reseda to the North Hollywood Station will remain the same.

C Trip starts at Roscoe & Sepulveda 5 minutes earlier.

D Trip starts at Roscoe & Rhodes 2 minutes before time shown. It operates on school Professional Development days only.

E Trip starts at Roscoe & Whitsett 3 minutes before time shown. It operates on school Professional Development days only.

F Trip starts at Roscoe & Rhodes 2 minutes before time shown. It operates on school days except school Professional Development days.

G Trip starts at Roscoe & Whitsett 3 minutes before time shown. It operates on school days except school Professional Development days.

H Trip starts at Roscoe & Peoria at 1:42pm. It operates on school Professional Development days.

I Trip starts at Roscoe & Peoria at 3:14pm. It operates on school days except school Professional Development days.

J Trip starts at Roscoe & Vanalden at 3:14pm on school days only.

Avisos especiales

Linea 353 opera entre semana solamente.

B *Horarios mostrados son para dias de escuela. Dias festivos de escuela, autobus sale 2 minutos despues. Horario de Reseda a North Hollywood Station permanecera igual.*

C *Viaje comienza de Roscoe y Sepulveda 5 minutos antes.*

D *Viaje comienza en Roscoe y Rhodes 2 minutos antes de la hora mostrada. Opera los dias de escuela Professional Development solamente.*

E *Viaje comienza en Roscoe y Whitsett 3 minutos antes de la hora mostrada. Opera los dias de escuela Professional Development solamente.*

F *Viaje comienza en Roscoe y Rhodes 2 minutos antes de la hora mostrada. Opera los dias de escuela menos los dias de Professional Development.*

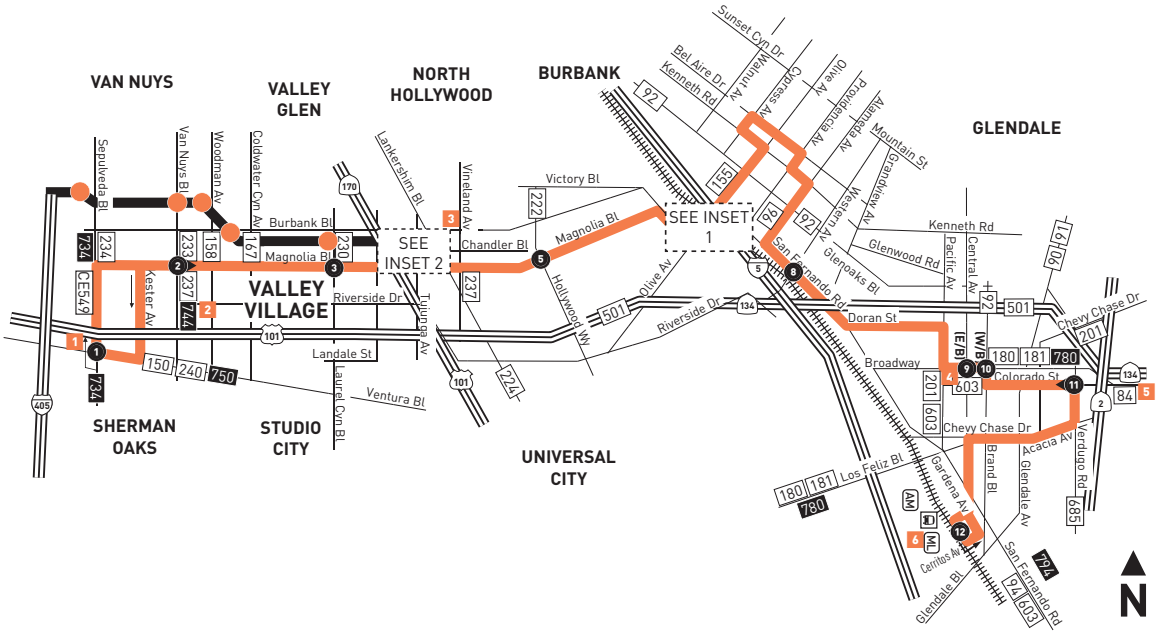
G *Viaje comienza en Roscoe y Whitsett 3 minutos antes de la hora mostrada. Opera los dias de escuela menos los dias de Professional Development.*

H *Viaje comienza en Roscoe y Peoria a la 1:42pm. Opera los dias de escuela Professional Development.*

I *Viaje comienza en Roscoe y Peoria a las 3:14pm. Opera los dias de escuela menos los dias Professional Development.*

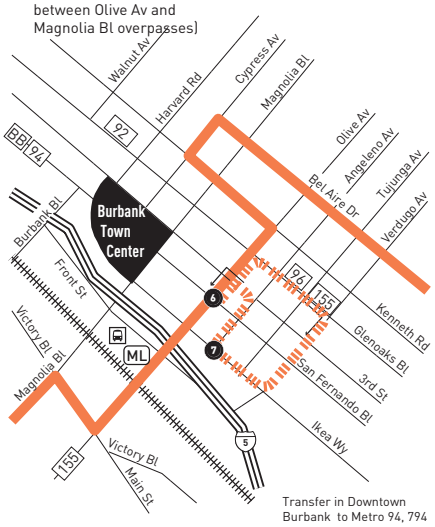
J *El viaje comienza en Roscoe y Vanalden a las 3:14 pm en días escolares solamente.*

ROUTE MAP



INSET MAP 1

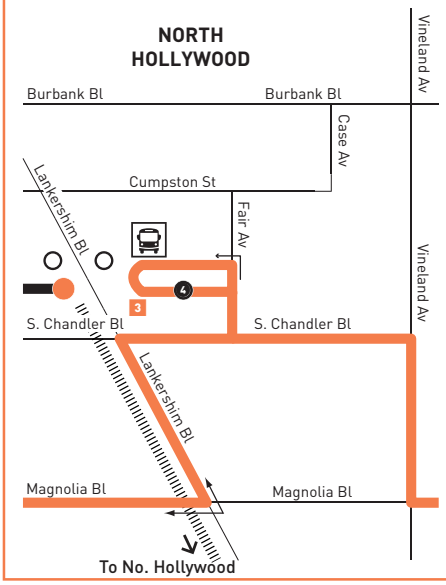
Burbank Station
(Located on Front St, between Olive Av and Magnolia Bl overpasses)



Transfer in Downtown Burbank to Metro 94, 794

Antelope Valley & Ventura County Metrolink Lines
Metro 92, 96, 154, 155, 164, 165; SC794; BB Media District, Airport/Empire; Megabus

INSET MAP 2



MAP NOTES

1. **Sherman Oaks Galleria**
2. **Westfield Fashion Square**
3. **North Hollywood Red & Orange Line Stations**
   Metro 152, 154, 162, 183, 224, 237, 353, 501, 656 Owl, Orange Line; BB Media District, BB NoHo/Airport; CE549; SC757
4. **Glendale Galleria**
5. **Eagle Rock Plaza**
6. **Glendale Station**
   Metro 183, GB1, 2, 11, 12; Metrolink Antelope Valley Line, Ventura County Line; Amtrak

LEGEND

- Route of Line 183
- Route of Orange Line
- Metro Red Line
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Transit Center
- AM Amtrak Station
- ML Metrolink Station
- Metro Rail Station
- Metro Orange Line Station
- BB Burbank Bus
- CE Ladot Commuter Express
- GB Glendale Beeline
- SC Santa Clarita Transit

INSET MAP 1 LEGEND

- Route of daily shortline service and all weekend and holiday service at Ikea Way & Angeleno Av

Monday through Friday

Effective Dec 15 2019

183

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

SHERMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK			GLENDALE		
1	2	3	4	5	6	7	8	9	12
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno	San Fernando & Western	Broadway & Central	Glendale Station
5:20A	5:26A	5:35A	5:42A	5:51A	6:00A	—	6:15A	6:26A	6:43A
6:19	6:25	6:34	6:43	6:53	7:05	—	7:21	7:33	7:53
7:07	7:14	7:24	7:33	7:43	7:56	—	8:14	8:27	8:47
7:54	8:01	8:12	8:23	8:35	8:48	—	9:06	9:20	9:42
8:37	8:44	8:55	9:05	9:17	9:30	—	9:48	10:02	10:24
9:26	9:33	9:43	9:53	10:04	10:17	—	10:35	10:49	11:13
10:24	10:31	10:41	10:51	11:02	11:15	—	11:33	11:47	12:11P
11:28	11:34	11:43	11:55	12:07P	12:20P	—	12:38P	12:53P	1:18
12:32P	12:38P	12:48P	12:58P	1:10	1:24	—	1:42	1:58	2:22
1:32	1:39	1:50	2:03	2:15	2:29	—	2:48	3:03	3:27
2:37	2:44	2:55	3:08	3:20	3:34	—	3:53	4:08	4:32
3:42	3:49	4:00	4:11	4:23	4:37	—	4:56	5:12	5:37
4:25	4:32	4:42	4:53	5:05	5:20	—	5:39	5:56	6:20
5:00	5:08	5:19	5:30	5:42	5:56	—	6:14	6:30	6:54
5:55	6:03	6:14	6:25	6:37	6:50	—	7:08	7:22	7:44
7:00	7:07	7:17	7:27	7:38	7:50	—	8:07	8:20	8:40
8:05	8:11	8:20	8:29	8:38	8:48	8:52P	—	—	—
9:10	9:16	9:25	9:33	9:42	9:51	9:55	—	—	—

Monday through Friday

183

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

GLENDALE				BURBANK		NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS
12	11	10	8	6	5	4	3	1
Glendale Station	Verdugo & Colorado	Broadway & Brand	San Fernando & Western	Olive & San Fernando	Magnolia & Hollywood Way	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Sepulveda & Ventura
5:15A	5:25A	5:31A	5:41A	5:54A	6:02A	6:11A	6:18A	6:33A
6:02	6:14	6:21	6:33	6:49	6:58	7:10	7:18	7:40
6:38	6:51	6:59	7:12	7:29	7:39	7:50	7:59	8:24
7:28	7:42	7:50	8:03	8:19	8:30	8:40	8:49	9:11
8:24	8:38	8:48	9:01	9:18	9:29	9:39	9:48	10:05
9:31	9:44	9:54	10:07	10:23	10:34	10:45	10:53	11:08
10:25	10:40	10:51	11:06	11:23	11:35	11:48	11:57	12:13P
11:28	11:43	11:54	12:09P	12:27P	12:39P	12:50P	12:59P	1:16
12:33P	12:48P	12:59P	1:14	1:32	1:45	1:56	2:05	2:23
1:38	1:53	2:04	2:19	2:37	2:50	3:02	3:11	3:30
2:42	2:57	3:08	3:23	3:42	3:56	4:08	4:17	4:36
3:47	4:02	4:13	4:28	4:47	5:01	5:13	5:22	5:41
4:20	4:35	4:46	5:01	5:20	5:34	5:46	5:55	6:12
4:54	5:09	5:20	5:35	5:53	6:07	6:19	6:28	6:44
6:01	6:16	6:26	6:41	6:59	7:09	7:20	7:29	7:45
7:06	7:20	7:30	7:42	7:58	8:07	8:17	8:24	8:38
8:10	8:23	8:32	8:44	9:00	9:09	9:19	9:26	9:40

Saturday 183

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
1	2	3	4	5	6	7
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno
6:55A	7:00A	7:08A	7:16A	7:26A	7:36A	7:40A
7:59	8:04	8:13	8:21	8:31	8:42	8:46
9:02	9:08	9:17	9:26	9:37	9:48	9:52
10:06	10:12	10:21	10:31	10:43	10:55	10:59
11:10	11:17	11:26	11:36	11:48	12:00P	12:04P
12:15P	12:22P	12:31P	12:41P	12:53P	1:05	1:09
1:20	1:27	1:36	1:46	1:58	2:10	2:14
2:25	2:32	2:41	2:51	3:03	3:15	3:19
3:30	3:37	3:46	3:56	4:07	4:18	4:22
4:36	4:42	4:51	5:01	5:12	5:23	5:27
5:43	5:49	5:58	6:06	6:16	6:26	6:30
6:50	6:56	7:04	7:12	7:22	7:32	7:36
7:55	8:01	8:09	8:17	8:26	8:34	8:38

Saturday 183

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

BURBANK		NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS	
7	6	4	3	2	1
Ikea & Angeleno	Olive & San Fernando	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Magnolia & Van Nuys	Sepulveda & Ventura
6:55A	6:58A	7:16A	7:23A	7:31A	7:37A
8:00	8:03	8:21	8:28	8:37	8:43
9:05	9:08	9:27	9:34	9:44	9:51
10:07	10:10	10:32	10:39	10:49	10:56
11:12	11:15	11:37	11:44	11:54	12:01P
12:15P	12:18P	12:42P	12:51P	1:01P	1:08
1:20	1:23	1:47	1:56	2:06	2:13
2:26	2:29	2:52	3:01	3:11	3:18
3:31	3:34	3:56	4:04	4:14	4:20
4:35	4:38	5:00	5:08	5:17	5:23
5:39	5:42	6:04	6:11	6:20	6:26
6:46	6:49	7:08	7:15	7:24	7:30
7:52	7:55	8:12	8:19	8:28	8:34
8:55	8:58	9:15	9:22	9:30	9:36

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Sunday and Holiday

Effective Dec 15 2019

183

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
1	2	3	4	5	6	7
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno
6:55A	7:00A	7:08A	7:16A	7:26A	7:36A	7:40A
7:59	8:04	8:13	8:21	8:31	8:42	8:46
9:02	9:08	9:17	9:26	9:37	9:48	9:52
10:06	10:12	10:21	10:31	10:43	10:55	10:59
11:10	11:17	11:26	11:36	11:48	11:59	12:04P
12:15P	12:22P	12:31P	12:41P	12:53P	1:05P	1:09
1:20	1:27	1:36	1:46	1:58	2:10	2:14
2:25	2:32	2:41	2:51	3:03	3:15	3:19
3:30	3:37	3:46	3:56	4:07	4:18	4:22
4:36	4:42	4:51	5:01	5:12	5:23	5:27
5:43	5:49	5:58	6:06	6:16	6:26	6:30
6:50	6:56	7:04	7:12	7:22	7:32	7:36
7:55	8:01	8:09	8:17	8:26	8:34	8:38

Sunday and Holiday

183

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

BURBANK		NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS	
7	6	4	3	2	1
Ikea & Angeleno	Olive & San Fernando	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Magnolia & Van Nuys	Sepulveda & Ventura
8:00A	8:03A	8:21A	8:28A	8:37A	8:43A
9:05	9:08	9:27	9:34	9:44	9:51
10:07	10:10	10:32	10:39	10:49	10:56
11:12	11:15	11:37	11:44	11:54	12:01P
12:15P	12:18P	12:42P	12:51P	1:01P	1:08
1:20	1:23	1:47	1:56	2:06	2:13
2:26	2:29	2:52	3:01	3:11	3:18
3:31	3:34	3:56	4:04	4:14	4:20
4:35	4:38	5:00	5:08	5:17	5:23
5:40	5:43	6:05	6:12	6:21	6:27
6:45	6:48	7:07	7:14	7:23	7:29
7:50	7:53	8:10	8:17	8:26	8:32

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarchavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

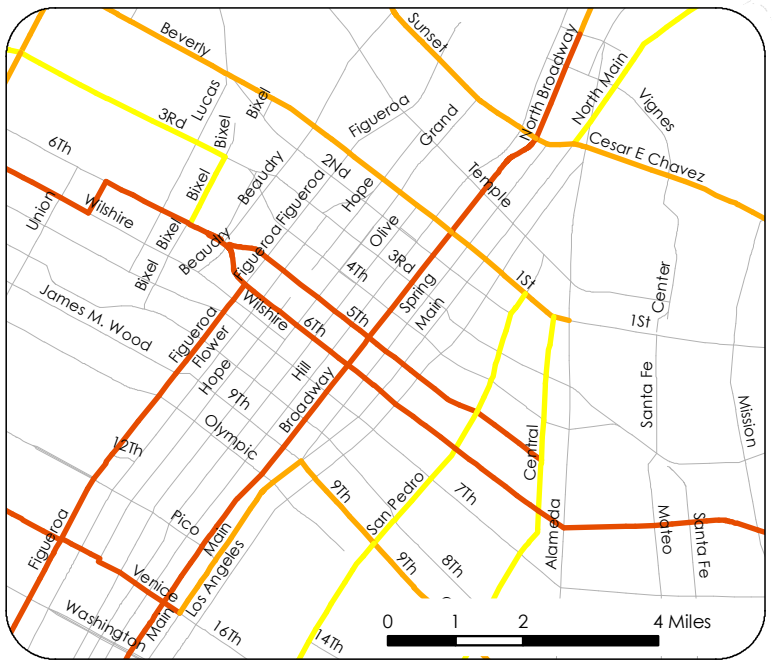
Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net or llamar al 511 y decir "Nextrip".

APPENDIX E

MOBILITY NETWORK MAPS

N

DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

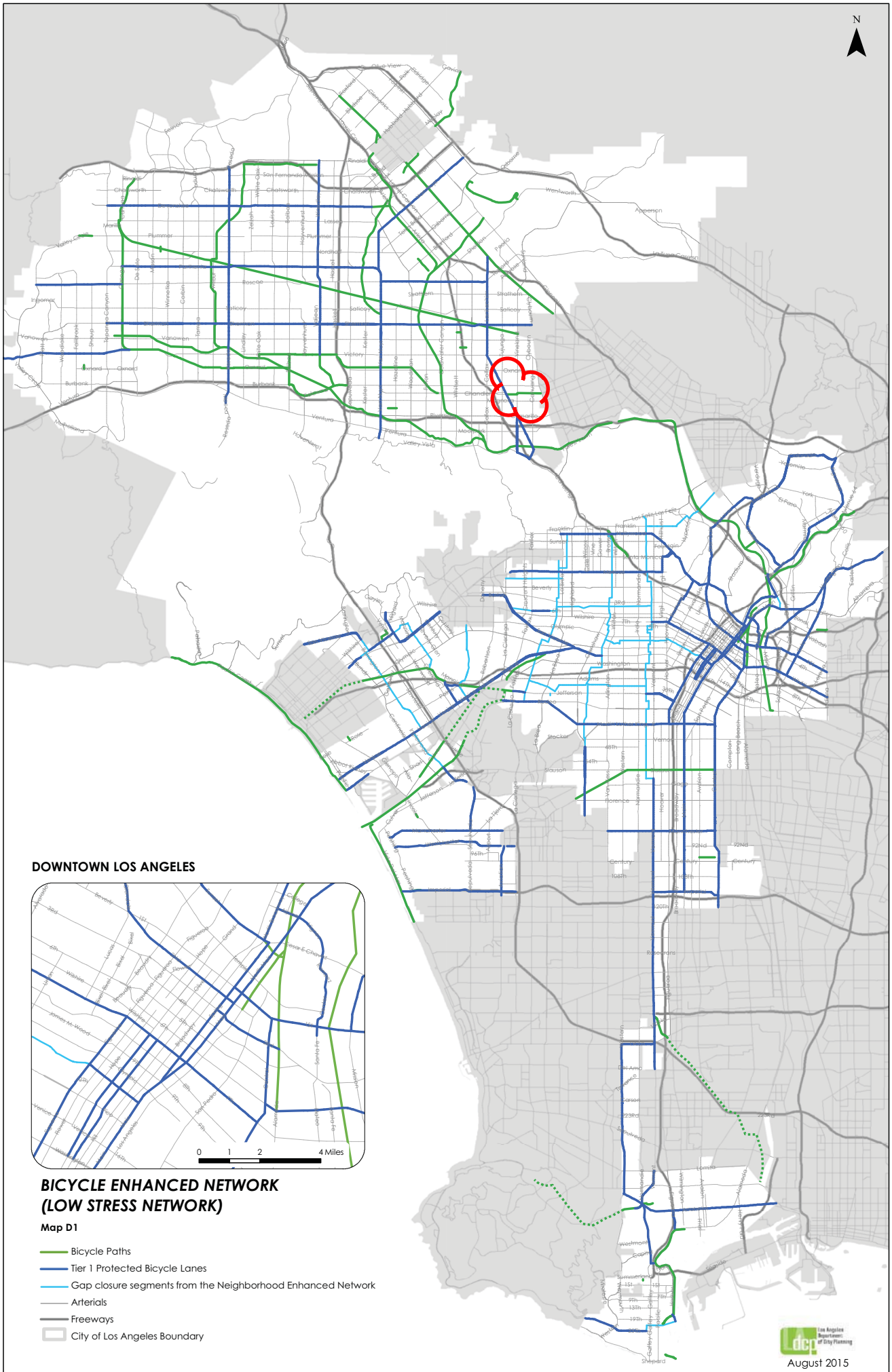
VEHICLE ENHANCED NETWORK

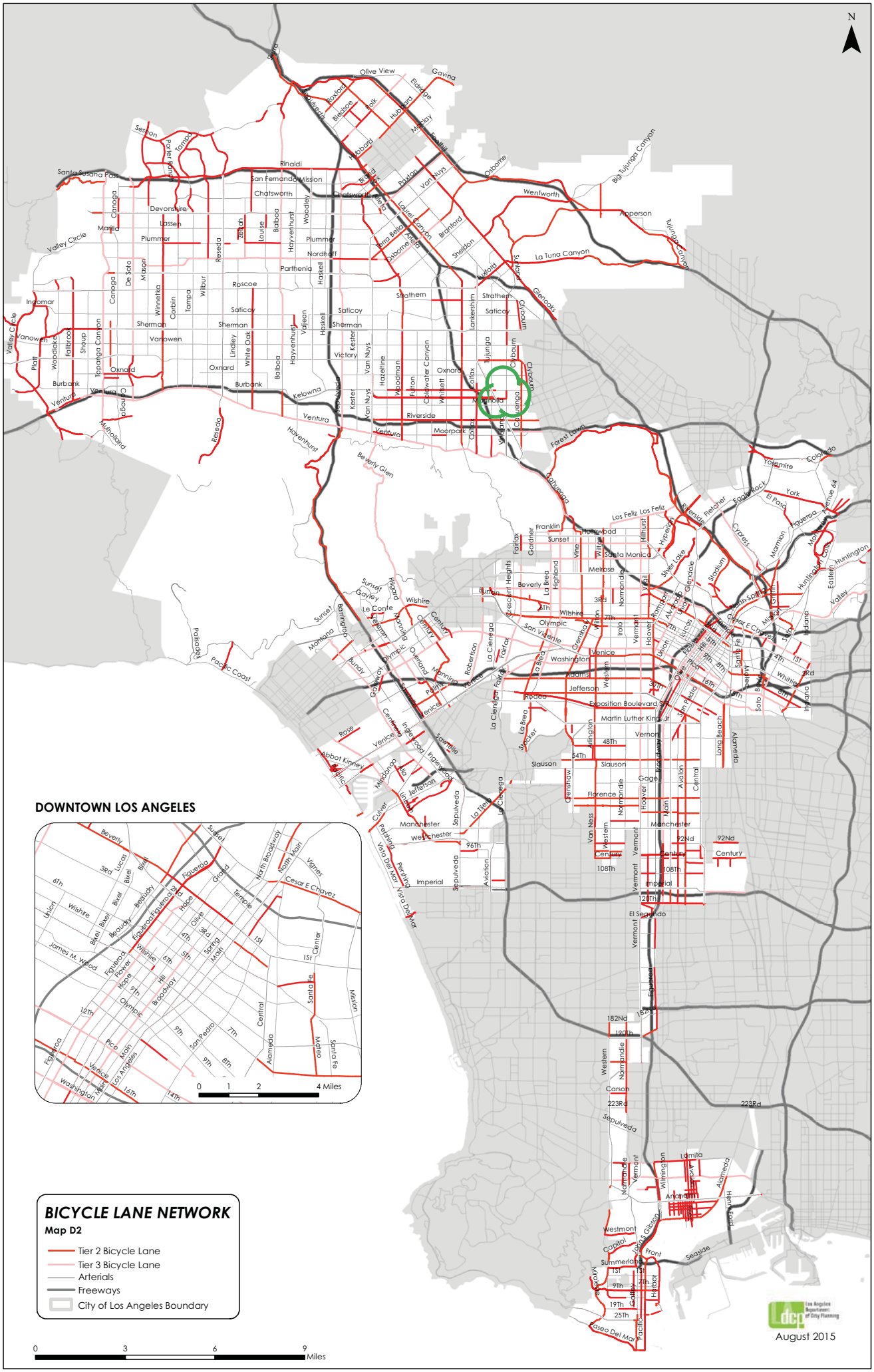
Map E

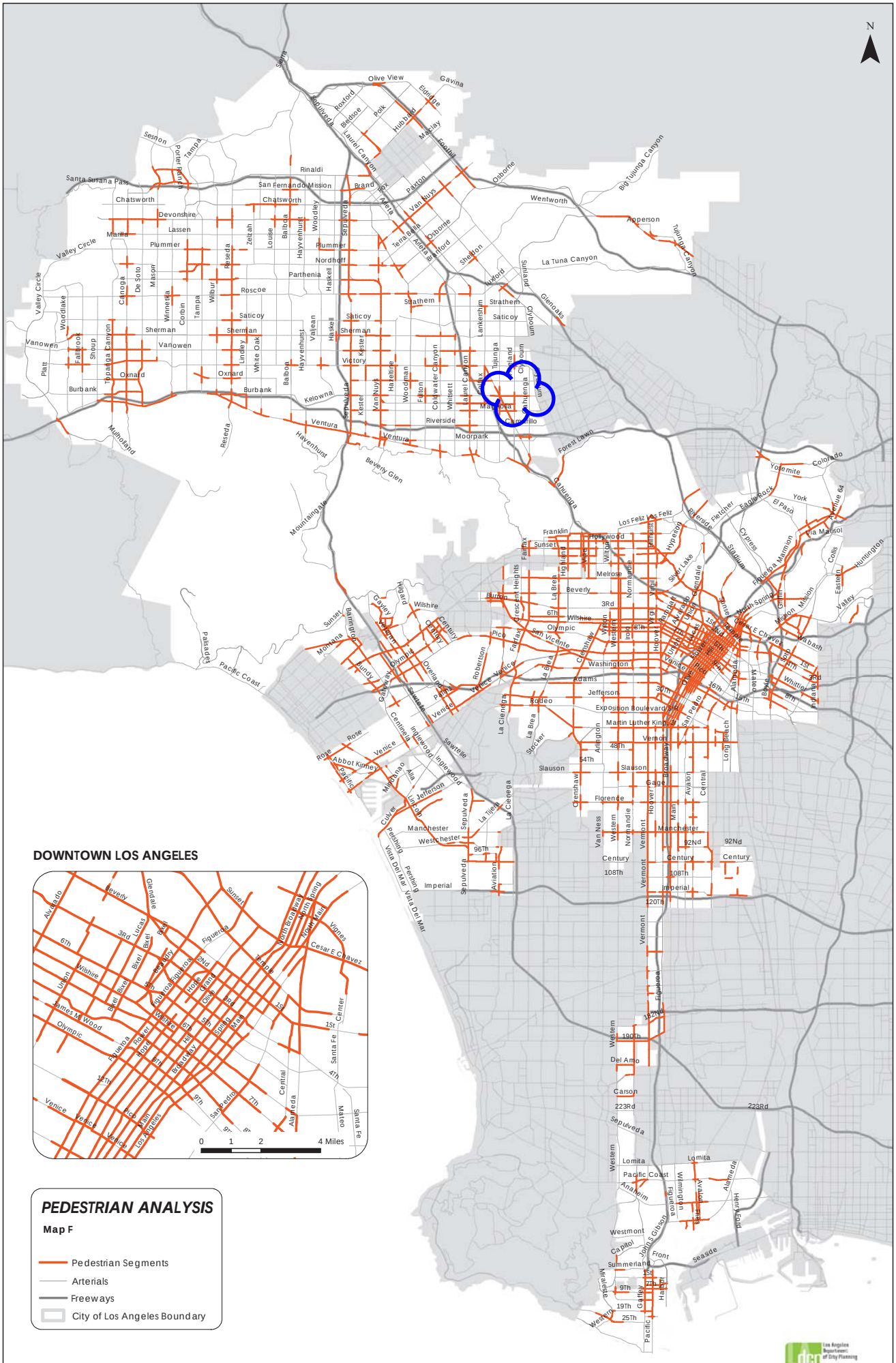
- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ANALYSIS
Map F
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015

NEIGHBORHOOD ENHANCED NETWORK- WEST SUBAREA

Map C3

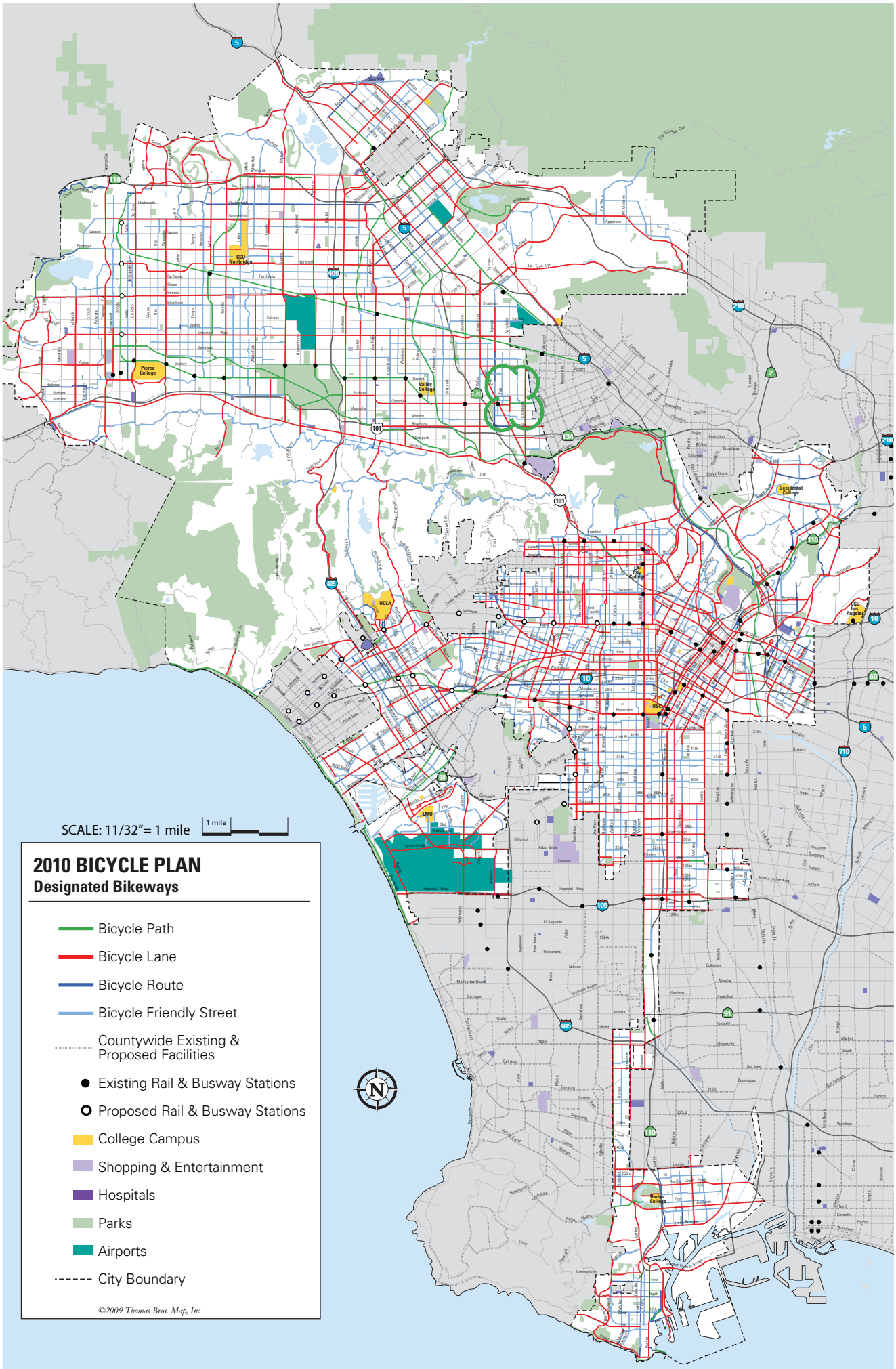
Neighborhood Network
Arterials
City of Los Angeles Boundary

0 1.5 3 4.5 Miles

N

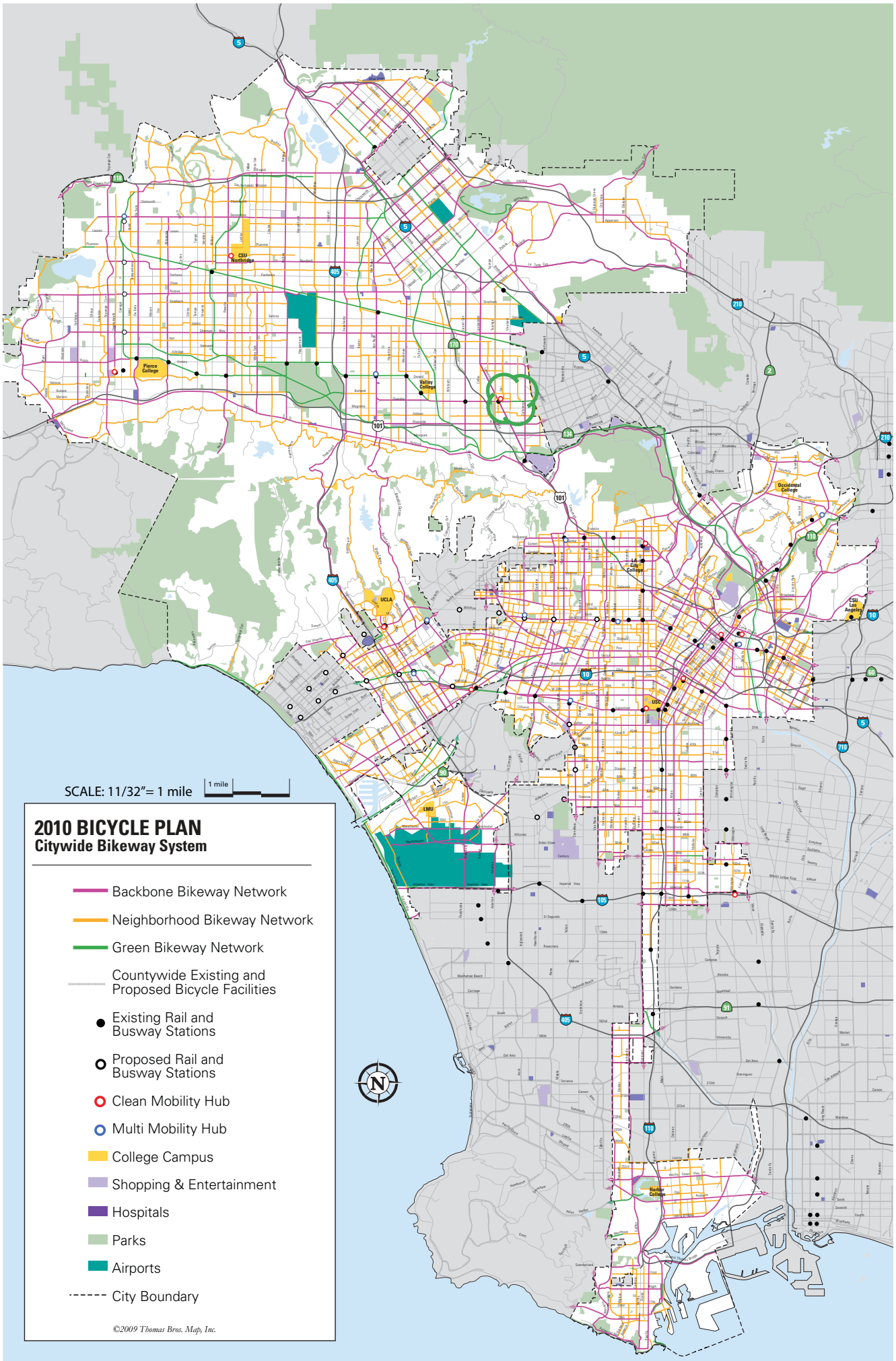
Los Angeles Department of City Planning

August 2015



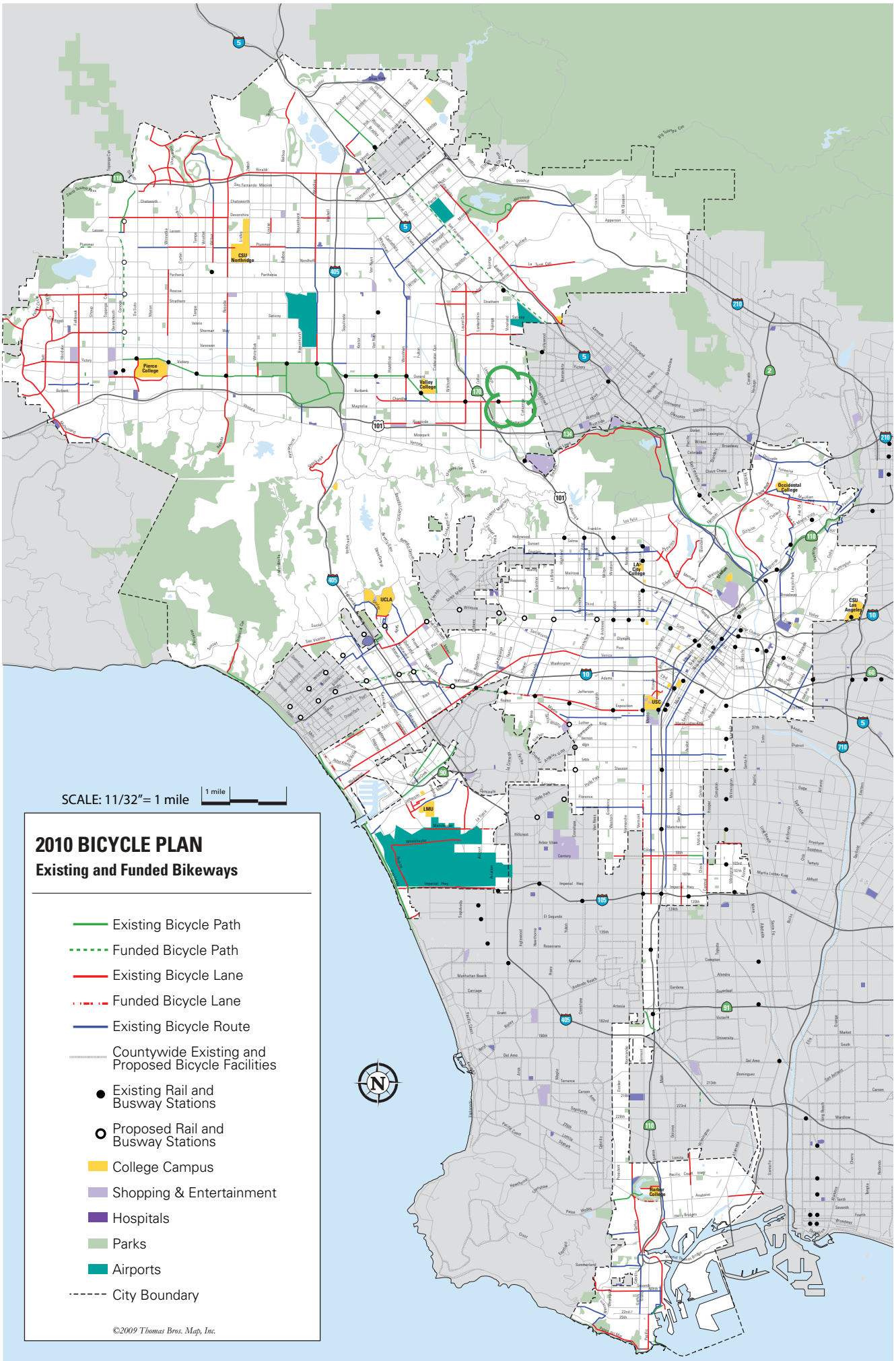
Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

039_map2:06.29.11



Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

039_map1:06.29.11



Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011

039_map3:07.07.11

APPENDIX F

VMT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

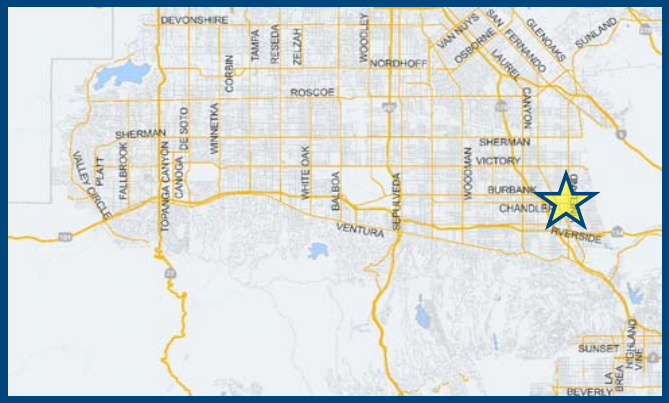
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: www

Address: 5444 N VINELAND AVE, 91601



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
Industrial | Warehousing/Self-Storage	4.26	ksf
Industrial | Warehousing/Self-Storage	4.26	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
Industrial | Warehousing/Self-Storage	134.88	ksf
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	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
9 Daily Vehicle Trips	405 Daily Vehicle Trips
77 Daily VMT	3,632 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	396 Net Daily Trips
The net increase in daily VMT ≤ 0	3,555 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/6/2020

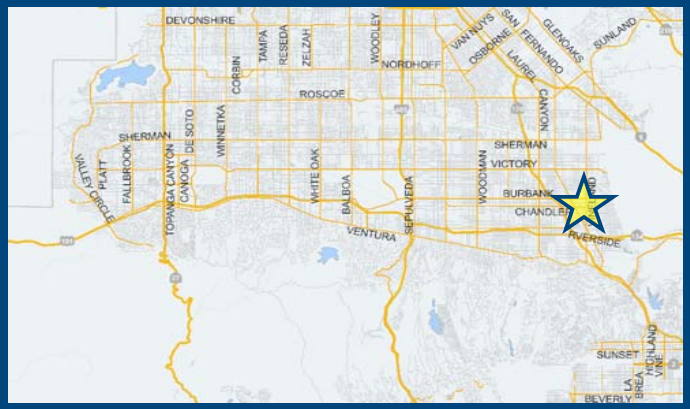
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address: 5444 N VINELAND AVE, 91601



Proposed Project Land Use Type	Value	Unit
Office | General Office	15.12	ksf
Industrial | Warehousing/Self-Storage	134.88	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
77 city code parking provision for the project site
69 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
600 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
381 Daily Vehicle Trips	**338** Daily Vehicle Trips
3,422 Daily VMT	**3,022** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
13.1 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: Yes Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

7/7/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 6, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	15.120	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	134.880	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: July 6, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

Version 1.3

Analysis Results			
Total Employees: 105 Total Population: 0			
Proposed Project		***With Mitigation***	
381	**Daily Vehicle Trips**	**338**	**Daily Vehicle Trips**
3,422	**Daily VMT**	**3,022**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
13.1	**Work VMT per Employee**	**11.6**	**Work VMT per Employee**
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No Yes	Household > 9.4 Work > 11.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	77	77
		Actual parking provision (spaces)	69	69
	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%*	40%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$2.98
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 6, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

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	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	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%	8%	0%	8%	0%	8%	0%	8%	0%	8%	0%	8%	
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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*13%*
MAX. TDM EFFECT	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*	*6%*	*17%*

= 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: July 6, 2020
Project Name:
Project Scenario:
Project Address: 5444 N VINELAND AVE, 91601

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	0	0.0%	0	8.7	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	88	-4.5%	84	8.1	713	680
Home-Based Work Attraction	152	-19.7%	122	12.0	1,824	1,464
Home-Based Other Attraction	176	-34.7%	115	6.8	1,197	782
Non-Home Based Other Attraction	88	-4.5%	84	8.4	739	706

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	-5.8%	0	0	-16.8%	0	0
Home Based Other Production	-5.8%	0	0	-16.8%	0	0
Non-Home Based Other Production	-5.8%	79	641	-16.8%	70	566
Home-Based Work Attraction	-5.8%	115	1,379	-16.8%	102	1,218
Home-Based Other Attraction	-5.8%	108	737	-16.8%	96	651
Non-Home Based Other Attraction	-5.8%	79	665	-16.8%	70	587

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 105
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,379**	**1,218**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**13.1**	**11.6**

Questions to Determine Project Applicability to Plans, Policies and Programs

5444 Vineland Artists Offices & Self Storage

#	Guiding Question	Relevant Plans, Policies, & Programs	Supporting/Complimentary City Plans, Policies, & Programs to Consult	Answer
EXISTING PLAN APPLICABILITY				
1	Does the project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	LAMC Section 12.37		Yes, Vineland Avenue is a Boulevard II and the site is in the MR2 Zone and proposed M2 Zone which are both being less restrictive than R3:
2	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7		Yes, Vineland is part of the PED &TEN
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	MP - Street Classifications; MP- Street Designations & Standard Roadway Dimensions	MP - 2.17 Street Widenings	Yes, 5 feet along Cleon Avenue and along Vineland Avenue
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			No
5	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		Yes
6	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035	Yes, Vineland is identified as part of the HIN
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking & Land Use Management; MP - 5.4 Clean Fuels & Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP -4.1 New Technologies; MP 5.1 Substantial Transportation; MP - 5.5 Green Streets	No
8	Does project propose narrowing or shifting existing sidewalk placement:	MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP - PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability Plan	No
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability Plan		No
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP- BEN; MP - 4.15 Public Hearing Process	Vision Zero	No
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		No
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs		No, Not applicable

#	Guiding Question	Relevant Plans, Policies, & Programs	Supporting/Complimentary City Plans, Policies, & Programs to Consult	Answer
ACCESS: DRIVEWAYS AND LOADING				
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MO - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	No, the Project will improve and retain an existing driveway along Vineland Av, a Boulevard II
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero	Not applicable
15	Does project site include a corner lot? (avoid driveways too close to intersections)	CDG 4.1.01		No
16	Does project propose driveway width in excess of City standard?	MPP Sec. 321	Vision Zero; Sustainability Plan, MP - PED, MP - BEN; CDG 4.1.04	No
17	Does project propose more driveways than permitted by the City maximum standard?	MPP - Sec No. 321 Driveway Design	Vision Zero; Healthy LA	No
18	Are loading zones proposed as part of the project?	MP - 2.1 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		No, All loading & unloading will be provided on-site.
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	MP - 2.10 Loading Areas		No
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g. vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		No

City Documents that Establish the Regulatory Framework

#	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes		No
2.	Plan for Healthy LA	Yes		No
3.	Land Use Element of the Generatl Plan (35 Community Plans)	Yes		No
4.	Specific Plans	No		No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes		No
6.	LAMC Section 12.26K (TDM Ordinance)	Yes		No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	N/A		No
8.	Vision Zero Action Plan	Yes		No
9.	Vision Zero Corridor Plan	Yes		No
10.	Pedestrian Safety Action Plan (pending)	Pending		N/A
11.	Streetscape Plan	Yes		No
12.	Citywide Design Guidelines for Residential, Commercial and Industrial Development	Yes		No
13.	Walkability Checklist	Yes		No
14.	LADOT Transportation Technology Strately - Urban Mobility in a Digital Age	Yes		No
15.	Mobility Hubs Reader's Guide	Yes		No
16.	LADOT Manual of Policies and Procedures (Design Standards)	Yes		No

N/A = Not applicable

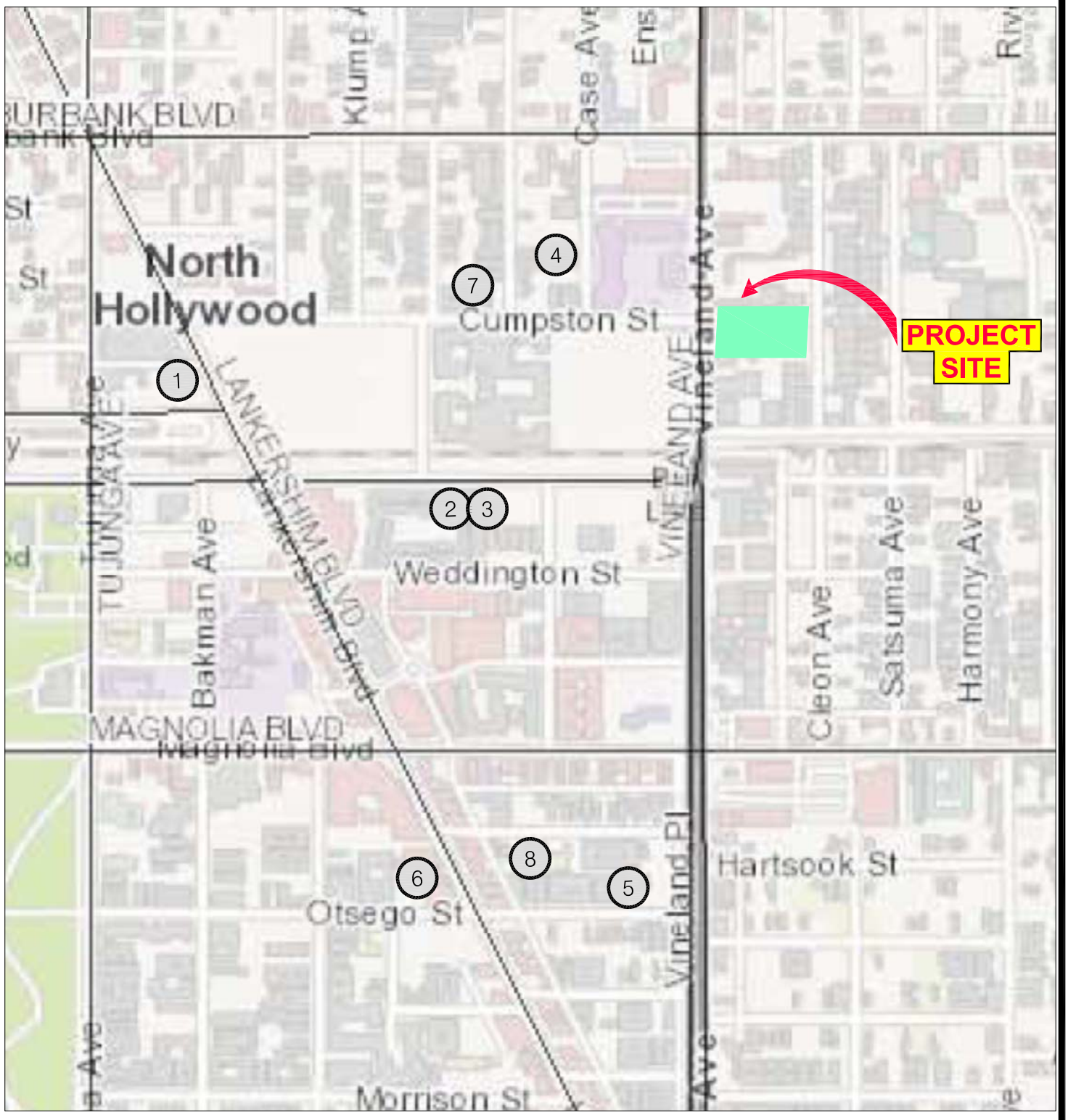
APPENDIX G

RELATED PROJECT INFORMATION

RELATED PROJECT LIST

5444 VINELAND ST MIXED USE

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	NoHo Lankershim Mixed Use			5401 Lankershim Bl	882	11	34	45	35	28	63
	Office	1,918	sf								
	Retail	14,500	sf								
	Apartments	127	units								
2	The Weddington										
	Apartments	324	units	11120 Chandler Bl	2,082	38	119	157	114	61	175
3	NOHo Artwalk			11126 Chandler Bl	903	(27)	67	40	61	2	63
	Condominiums	220	units								
	Retail	9,400	sf								
	Office Removed	(31,500)	sf								
	Retail Removed	(2,500)	sf								
4	Apartments	90	units	5513 Case Avenue	558	8	34	42	42	10	52
5	Apartments	144	units	11011 Otsego Street	885	14	53	67	53	29	82
6	NoHo Millennium Mixed Use			5107 Lankershim Bl	1,606	9	100	109	122	51	173
	Apartments	297	units								
	Market	23,733	sf								
	Office	1,267	sf								
7	Apartments	46	units	5508 Fulcher Avenue	271	4	16	20	21	5	26
8	Apartments	61	units	11106 Hartsook Street	361	5	22	27	27	7	34



12/2019

RELATED PROJECT LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

APPENDIX H

TRAFFIC VOLUME DATA
AND LEVEL OF SERVICE WORKSHEETS

TRAFFIC VOLUME DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Vineland Ave

East/West Chandler Blvd South

Day: Tuesday Date: 01/28/2020 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	88	123	25	0
BIKES	25	141	140	0
BUSES	57	66	63	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	140	8.00	349	7.30	124	8.00	0	0.00
PM PK 15 MIN	254	17.00	252	15.00	183	17.30	0	0.00
AM PK HOUR	515	7.45	1308	7.30	463	8.00	0	0.00
PM PK HOUR	988	17.00	896	16.30	619	17.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	349	0	400
8-9	44	462	0	506
9-10	40	432	2	474
15-16	57	682	0	739
16-17	96	754	0	850
17-18	114	874	0	988
TOTAL	402	3553	2	3957

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1063	196	1259
8-9	0	1003	178	1181
9-10	0	888	109	997
15-16	0	702	170	872
16-17	0	685	168	853
17-18	0	713	163	876
TOTAL	0	5054	984	6038

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1659	8	2	0	1
1687	4	5	0	0
1471	5	1	0	0
1611	5	8	0	0
1703	6	5	0	0
1864	14	11	0	0
9995	42	32	0	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	205	0	126	331
8-9	303	0	160	463
9-10	230	1	146	377
15-16	283	2	145	430
16-17	366	0	163	529
17-18	435	0	184	619
TOTAL	1822	3	924	2749

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
331	8	23	9	6
463	5	11	5	3
377	10	6	9	3
430	12	14	19	11
529	27	13	19	16
619	22	19	20	10
2749	84	86	81	49

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Control: Signalized

Project ID: 20-05036-003
Date: 1/28/2020

Total

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	67	0	0	0	259	32	0	33	0	24	0	0	0	0	0	425
7:15 AM	13	68	0	0	0	236	42	0	39	0	26	0	0	0	0	0	424
7:30 AM	14	101	0	0	0	297	52	0	54	0	40	0	0	0	0	0	558
7:45 AM	13	113	0	1	0	271	70	0	79	0	36	0	0	0	0	0	583
8:00 AM	15	125	0	0	0	255	56	0	86	0	38	0	0	0	0	0	575
8:15 AM	8	111	0	0	0	258	49	0	81	0	43	0	0	0	0	0	550
8:30 AM	9	120	0	0	0	258	28	0	52	0	42	0	0	0	0	0	509
8:45 AM	11	106	0	1	0	232	45	0	84	0	37	0	0	0	0	0	516
9:00 AM	7	111	0	1	0	250	42	0	61	0	33	0	0	0	0	0	505
9:15 AM	17	107	0	0	0	234	27	0	62	0	34	0	0	0	0	0	481
9:30 AM	8	104	2	0	0	188	16	0	53	0	33	0	0	0	0	0	404
9:45 AM	7	110	0	0	0	216	24	0	54	1	46	0	0	0	0	0	458
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	132	1243	2	3	0	2954	483	0	738	1	432	0	0	0	0	0	5988
APPROACH %'s :	9.57%	90.07%	0.14%	0.22%	0.00%	85.95%	14.05%	0.00%	63.02%	0.09%	36.89%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	50	450	0	1	0	1081	227	0	300	0	157	0	0	0	0	0	2266
PEAK HR FACTOR :	0.833	0.900	0.000	0.250	0.000	0.910	0.811	0.000	0.872	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.972
	0.895				0.937				0.921								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	9	165	0	1	0	208	44	0	65	1	31	0	0	0	0	0	524
3:15 PM	14	160	0	1	0	176	45	0	64	0	45	0	0	0	0	0	505
3:30 PM	13	174	0	2	0	144	43	0	84	0	31	0	0	0	0	0	491
3:45 PM	15	183	0	2	0	174	38	0	70	1	38	0	0	0	0	0	521
4:00 PM	9	194	0	1	0	157	43	0	78	0	38	0	0	0	0	0	520
4:15 PM	24	182	0	0	0	152	51	0	97	0	39	0	0	0	0	0	545
4:30 PM	26	197	0	0	0	198	41	0	104	0	36	0	0	0	0	0	602
4:45 PM	35	181	0	1	0	178	33	0	87	0	50	0	0	0	0	0	565
5:00 PM	20	234	0	0	0	199	41	0	97	0	39	0	0	0	0	0	630
5:15 PM	42	210	0	0	0	166	40	0	103	0	53	0	0	0	0	0	614
5:30 PM	15	223	0	1	0	166	46	0	133	0	50	0	0	0	0	0	634
5:45 PM	36	207	0	0	0	182	36	0	102	0	42	0	0	0	0	0	605
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	258	2310	0	9	0	2100	501	0	1084	2	492	0	0	0	0	0	6756
APPROACH %'s :	10.01%	89.64%	0.00%	0.35%	0.00%	80.74%	19.26%	0.00%	68.69%	0.13%	31.18%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	113	874	0	1	0	713	163	0	435	0	184	0	0	0	0	0	2483
PEAK HR FACTOR :	0.673	0.934	0.000	0.250	0.000	0.896	0.886	0.000	0.818	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.979
	0.972				0.913				0.846								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Control: Signalized

Project ID: 20-05036-003
Date: 1/28/2020

Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	64	0	0	0	252	29	0	32	0	21	0	0	0	0	0	406
7:15 AM	12	64	0	0	0	230	41	0	38	0	25	0	0	0	0	0	410
7:30 AM	13	100	0	0	0	286	48	0	53	0	36	0	0	0	0	0	536
7:45 AM	11	109	0	1	0	257	66	0	78	0	35	0	0	0	0	0	557
8:00 AM	13	123	0	0	0	248	55	0	84	0	37	0	0	0	0	0	560
8:15 AM	7	107	0	0	0	253	48	0	78	0	41	0	0	0	0	0	534
8:30 AM	8	115	0	0	0	250	27	0	51	0	41	0	0	0	0	0	492
8:45 AM	10	98	0	1	0	216	42	0	82	0	35	0	0	0	0	0	484
9:00 AM	7	105	0	1	0	236	40	0	57	0	32	0	0	0	0	0	478
9:15 AM	15	100	0	0	0	227	25	0	60	0	32	0	0	0	0	0	459
9:30 AM	7	96	2	0	0	181	15	0	49	0	33	0	0	0	0	0	383
9:45 AM	6	106	0	0	0	206	21	0	52	1	43	0	0	0	0	0	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	1187	2	3	0	2842	457	0	714	1	411	0	0	0	0	0	5734
APPROACH %'s :	8.94%	90.68%	0.15%	0.23%	0.00%	86.15%	13.85%	0.00%	63.41%	0.09%	36.50%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	44	439	0	1	0	1044	217	0	293	0	149	0	0	0	0	0	2187
PEAK HR FACTOR :	0.85	0.892	0.000	0.250	0.000	0.913	0.822	0.000	0.872	0.000	0.909	0.000	0.000	0.000	0.000	0.000	0.976
		0.890				0.944				0.913							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	9	158	0	1	0	204	43	0	64	1	29	0	0	0	0	0	509
3:15 PM	14	151	0	1	0	174	44	0	62	0	43	0	0	0	0	0	489
3:30 PM	12	165	0	2	0	141	40	0	83	0	31	0	0	0	0	0	474
3:45 PM	13	176	0	2	0	167	37	0	68	1	37	0	0	0	0	0	501
4:00 PM	9	192	0	1	0	157	41	0	76	0	38	0	0	0	0	0	514
4:15 PM	22	178	0	0	0	147	50	0	95	0	37	0	0	0	0	0	529
4:30 PM	26	193	0	0	0	195	39	0	101	0	36	0	0	0	0	0	590
4:45 PM	34	175	0	1	0	177	33	0	79	0	49	0	0	0	0	0	548
5:00 PM	19	229	0	0	0	197	38	0	96	0	37	0	0	0	0	0	616
5:15 PM	41	207	0	0	0	164	38	0	101	0	51	0	0	0	0	0	602
5:30 PM	13	217	0	1	0	164	44	0	131	0	48	0	0	0	0	0	618
5:45 PM	36	205	0	0	0	180	36	0	99	0	42	0	0	0	0	0	598
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	248	2246	0	9	0	2067	483	0	1055	2	478	0	0	0	0	0	6588
APPROACH %'s :	9.91%	89.73%	0.00%	0.36%	0.00%	81.06%	18.94%	0.00%	68.73%	0.13%	31.14%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	109	858	0	1	0	705	156	0	427	0	178	0	0	0	0	0	2434
PEAK HR FACTOR :	0.66	0.937	0.000	0.250	0.000	0.895	0.886	0.000	0.815	0.000	0.873	0.000	0.000	0.000	0.000	0.000	0.985
		0.976				0.916				0.845							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Control: Signalized

Project ID: 20-05036-003
Date: 1/28/2020

HT

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	6	1	0	0	0	2	0	0	0	0	0	11
7:15 AM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	0	0	0	0	10	1	0	0	0	1	0	0	0	0	0	12
7:45 AM	0	3	0	0	0	13	3	0	0	0	0	0	0	0	0	0	19
8:00 AM	0	1	0	0	0	6	0	0	1	0	0	0	0	0	0	0	8
8:15 AM	0	2	0	0	0	4	0	0	1	0	1	0	0	0	0	0	8
8:30 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	5	0	0	0	14	0	0	1	0	0	0	0	0	0	0	20
9:00 AM	0	6	0	0	0	13	0	0	1	0	0	0	0	0	0	0	20
9:15 AM	0	5	0	0	0	6	1	0	0	0	1	0	0	0	0	0	13
9:30 AM	0	7	0	0	0	6	0	0	1	0	0	0	0	0	0	0	14
9:45 AM	0	2	0	0	0	9	0	0	1	0	2	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	40	0	0	0	99	6	0	6	0	7	0	0	0	0	0	158
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	94.29%	5.71%	0.00%	46.15%	0.00%	53.85%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	6	0	0	0	33	4	0	2	0	2	0	0	0	0	0	47
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.635	0.333	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.618
		0.500				0.578				0.500							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
3:15 PM	0	6	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
3:30 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
3:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
4:45 PM	0	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	12
5:00 PM	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
5:15 PM	0	3	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
5:30 PM	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	48	0	0	0	16	2	0	9	0	3	0	0	0	0	0	78
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%	75.00%	0.00%	25.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	12	0	0	0	4	2	0	2	0	2	0	0	0	0	0	22
PEAK HR FACTOR :	0.00	0.600	0.000	0.000	0.000	1.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.786
		0.600				0.750				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Control: Signalized

Project ID: 20-05036-003
Date: 1/28/2020

Buses

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	1	0	0	0	1	2	0	1	0	1	0	0	0	0	0	8
7:15 AM	1	1	0	0	0	0	1	0	1	0	1	0	0	0	0	0	5
7:30 AM	1	1	0	0	0	1	3	0	1	0	3	0	0	0	0	0	10
7:45 AM	2	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
8:00 AM	2	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
8:15 AM	1	2	0	0	0	1	1	0	2	0	1	0	0	0	0	0	8
8:30 AM	1	1	0	0	0	2	1	0	1	0	1	0	0	0	0	0	7
8:45 AM	1	3	0	0	0	2	3	0	1	0	2	0	0	0	0	0	12
9:00 AM	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	0	7
9:15 AM	2	2	0	0	0	1	1	0	2	0	1	0	0	0	0	0	9
9:30 AM	1	1	0	0	0	1	1	0	3	0	0	0	0	0	0	0	7
9:45 AM	1	2	0	0	0	1	3	0	1	0	1	0	0	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	16	0	0	0	13	20	0	18	0	14	0	0	0	0	0	96
APPROACH %'s :	48.39%	51.61%	0.00%	0.00%	0.00%	39.39%	60.61%	0.00%	56.25%	0.00%	43.75%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	6	5	0	0	0	4	6	0	5	0	6	0	0	0	0	0	32
PEAK HR FACTOR :	0.750	0.625	0.000	0.000	0.000	1.000	0.500	0.000	0.625	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.800
	0.917				0.625				0.688								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	2	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	0	2	1	0	1	0	2	0	0	0	0	0	7
3:15 PM	0	3	0	0	0	1	1	0	2	0	1	0	0	0	0	0	8
3:30 PM	1	2	0	0	0	2	3	0	1	0	0	0	0	0	0	0	9
3:45 PM	2	3	0	0	0	3	1	0	2	0	1	0	0	0	0	0	12
4:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
4:15 PM	2	1	0	0	0	3	1	0	2	0	2	0	0	0	0	0	11
4:30 PM	0	1	0	0	0	2	2	0	2	0	0	0	0	0	0	0	7
4:45 PM	1	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	5
5:00 PM	1	2	0	0	0	1	3	0	1	0	1	0	0	0	0	0	9
5:15 PM	1	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	5
5:30 PM	2	1	0	0	0	1	1	0	2	0	2	0	0	0	0	0	9
5:45 PM	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	16	0	0	0	17	16	0	20	0	11	0	0	0	0	0	90
APPROACH %'s :	38.46%	61.54%	0.00%	0.00%	0.00%	51.52%	48.48%	0.00%	64.52%	0.00%	35.48%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	4	0	0	0	4	5	0	6	0	4	0	0	0	0	0	27
PEAK HR FACTOR :	0.50	0.500	0.000	0.000	0.000	1.000	0.417	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
	0.667				0.563				0.625								

National Data & Surveying Services

Bicycle Count

Project ID: 20-05036-003
City: North Hollywood

Day: Tuesday
Date: 1/28/2020

NS/EW Streets:	Vineland Ave			Vineland Ave			Chandler Blvd South			Chandler Blvd South			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	2	3	0	0	0	0	0	5
7:15 AM	1	1	0	0	1	5	6	0	0	0	0	0	14
7:30 AM	1	0	0	0	0	3	4	0	0	0	0	0	8
7:45 AM	0	0	0	0	2	5	5	0	0	0	0	0	12
8:00 AM	0	1	0	0	0	6	4	0	1	0	0	0	12
8:15 AM	0	1	0	0	0	7	4	0	0	0	0	0	12
8:30 AM	0	0	0	0	0	4	6	0	0	0	0	0	10
8:45 AM	0	1	0	0	0	6	6	0	0	0	0	0	13
9:00 AM	0	0	0	0	0	7	9	0	0	0	0	0	16
9:15 AM	0	1	0	0	1	6	2	0	0	0	0	0	10
9:30 AM	1	0	0	0	1	1	5	0	0	0	0	0	8
9:45 AM	0	0	0	0	0	9	3	0	0	0	0	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	5	0	0	5	61	57	0	1	0	0	0	132
APPROACH %'s :	37.50%	62.50%	0.00%	0.00%	7.58%	92.42%	98.28%	0.00%	1.72%				
PEAK HR :	07:30 AM - 08:30 AM												TOTAL
PEAK HR VOL :	1	2	0	0	2	21	17	0	1	0	0	0	44
PEAK HR FACTOR :	0.750			0.821			0.900						0.917

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	44	31	0	0	0	0	0

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	1	0	0	0	2	5	0	0	0	0	0	8
3:15 PM	0	0	0	0	1	2	5	0	1	0	0	0	9
3:30 PM	1	1	0	0	2	4	8	0	0	0	0	0	16
3:45 PM	0	1	0	0	2	7	9	0	1	0	0	0	20
4:00 PM	1	2	0	0	2	6	6	0	0	0	0	0	17
4:15 PM	0	1	0	0	2	3	7	0	1	0	0	0	14
4:30 PM	1	3	0	0	1	4	4	0	0	0	0	0	13
4:45 PM	1	2	0	0	2	9	8	0	0	0	0	0	22
5:00 PM	0	2	0	0	0	7	6	0	2	0	0	0	17
5:15 PM	0	0	0	0	1	7	6	0	0	0	0	0	14
5:30 PM	0	0	0	0	3	6	6	0	2	0	0	0	17
5:45 PM	0	0	0	0	0	2	4	0	1	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	4	13	0	0	16	59	74	0	8	0	0	0	174
APPROACH %'s	23.53%	76.47%	0.00%	0.00%	21.33%	78.67%	90.24%	0.00%	9.76%				
PEAK HR :	05:00 PM - 06:00 PM												TOTAL
PEAK HR VOL:	0	2	0	0	4	22	22	0	5	0	0	0	55
PEAK HR FACTOR:	0.250			0.722			0.844						0.809

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	6	42	53	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South **Project ID:** 20-05036-003
City: North Hollywood **Date:** 1/28/2020

Peds_Kids

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	0	0	2	2	5
7:15 AM	0	0	0	0	1	0	3	0	4
7:30 AM	0	0	0	0	0	1	9	1	11
7:45 AM	1	0	1	0	4	0	5	1	12
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	3	1	0	1	1	2	8
8:45 AM	0	0	0	1	0	1	2	3	7
9:00 AM	0	0	0	0	2	0	2	0	4
9:15 AM	0	0	0	1	0	1	0	2	4
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	5	3	8	4	28	12	61
APPROACH %'s :	100.00%	0.00%	62.50%	37.50%	66.67%	33.33%	70.00%	30.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	1	0	5	1	17	2	27
PEAK HR FACTOR :	0.250		0.250		0.313	0.250	0.472	0.500	0.563
	0.250		0.250		0.375		0.475		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	2	0	2	0	3	1	8
3:15 PM	0	0	3	1	1	4	0	0	9
3:30 PM	0	0	0	2	1	0	3	2	8
3:45 PM	0	0	0	0	3	0	1	4	8
4:00 PM	0	0	1	0	4	2	6	3	16
4:15 PM	0	0	0	0	1	1	1	0	3
4:30 PM	0	0	0	0	1	3	0	1	5
4:45 PM	0	0	4	0	4	0	2	0	10
5:00 PM	0	0	3	0	3	0	1	2	9
5:15 PM	0	0	1	0	2	0	2	2	7
5:30 PM	0	0	1	1	1	0	1	6	10
5:45 PM	0	0	3	2	2	2	3	2	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	18	6	25	12	23	23	107
APPROACH %'s :			75.00%	25.00%	67.57%	32.43%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	8	3	8	2	7	12	40
PEAK HR FACTOR :			0.667	0.375	0.667	0.250	0.583	0.500	0.714
			0.550		0.625		0.679		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Project ID: 20-05036-003
Date: 1/28/2020

Peds_Adults

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	1	2	1	0	0	5
7:15 AM	0	0	0	0	0	0	3	4	7
7:30 AM	0	0	2	0	1	1	0	0	4
7:45 AM	0	0	1	3	1	3	1	0	9
8:00 AM	0	0	1	0	0	1	1	2	5
8:15 AM	0	0	0	0	0	1	1	0	2
8:30 AM	0	0	1	1	2	0	0	1	5
8:45 AM	0	0	1	0	0	1	0	0	2
9:00 AM	0	0	1	1	2	0	1	0	5
9:15 AM	0	0	0	0	2	1	2	0	5
9:30 AM	0	0	0	1	0	1	2	3	7
9:45 AM	0	0	2	0	1	2	2	0	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	10	7	11	12	13	10	63
APPROACH %'s :			58.82%	41.18%	47.83%	52.17%	56.52%	43.48%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	4	3	2	6	3	2	20
PEAK HR FACTOR :			0.500	0.250	0.500	0.500	0.750	0.250	0.556
			0.438		0.500		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	1	2	1	4
3:15 PM	0	0	0	0	0	6	0	3	9
3:30 PM	0	0	1	2	2	2	3	1	11
3:45 PM	0	0	1	1	4	4	1	1	12
4:00 PM	0	0	0	2	7	2	2	8	21
4:15 PM	0	0	1	1	2	5	1	2	12
4:30 PM	0	0	0	2	2	1	4	7	16
4:45 PM	0	0	0	0	0	0	1	2	3
5:00 PM	0	0	0	5	2	7	2	2	18
5:15 PM	0	0	3	1	5	1	1	3	14
5:30 PM	0	0	0	1	0	2	2	3	8
5:45 PM	0	0	3	1	2	1	6	3	16
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	9	16	26	32	25	36	144
APPROACH %'s :			36.00%	64.00%	44.83%	55.17%	40.98%	59.02%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	6	8	9	11	11	11	56
PEAK HR FACTOR :			0.500	0.400	0.450	0.393	0.458	0.917	0.778
			0.700		0.556		0.611		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South
City: North Hollywood
Project ID: 20-05036-003
Date: 1/28/2020

Pedestrians (Crosswalks)

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	1	2	1	2	2	10
7:15 AM	0	0	0	0	1	0	6	4	11
7:30 AM	0	0	2	0	1	2	9	1	15
7:45 AM	1	0	2	3	5	3	6	1	21
8:00 AM	0	0	1	0	1	1	1	2	6
8:15 AM	0	0	0	0	0	1	4	0	5
8:30 AM	0	0	4	2	2	1	1	3	13
8:45 AM	0	0	1	1	0	2	2	3	9
9:00 AM	0	0	1	1	4	0	3	0	9
9:15 AM	0	0	0	1	2	2	2	2	9
9:30 AM	0	0	0	1	0	1	2	3	7
9:45 AM	0	0	2	0	1	2	3	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	15	10	19	16	41	22	124
APPROACH %'s :	100.00%	0.00%	60.00%	40.00%	54.29%	45.71%	65.08%	34.92%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	5	3	7	7	20	4	47
PEAK HR FACTOR :	0.250		0.625	0.250	0.350	0.583	0.556	0.500	0.560
	0.250		0.400		0.438		0.600		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	2	0	2	1	5	2	12
3:15 PM	0	0	3	1	1	10	0	3	18
3:30 PM	0	0	1	4	3	2	6	3	19
3:45 PM	0	0	1	1	7	4	2	5	20
4:00 PM	0	0	1	2	11	4	8	11	37
4:15 PM	0	0	1	1	3	6	2	2	15
4:30 PM	0	0	0	2	3	4	4	8	21
4:45 PM	0	0	4	0	4	0	3	2	13
5:00 PM	0	0	3	5	5	7	3	4	27
5:15 PM	0	0	4	1	7	1	3	5	21
5:30 PM	0	0	1	2	1	2	3	9	18
5:45 PM	0	0	6	3	4	3	9	5	30
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	27	22	51	44	48	59	251
APPROACH %'s :			55.10%	44.90%	53.68%	46.32%	44.86%	55.14%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	14	11	17	13	18	23	96
PEAK HR FACTOR :			0.583	0.550	0.607	0.464	0.500	0.639	0.800
			0.694		0.625		0.732		

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : **Vineland Ave**

East/West : **Chandler Blvd South**

Day:	Tuesday	**Date:**	1/28/2020	**Weather:**	
School Day:	YES	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	3	3	4	**10**
7:15 - 7:30	0	0	1	10	**11**
7:30 - 7:45	0	2	3	10	**15**
7:45 - 8:00	1	5	8	7	**21**
8:00 - 8:15	0	1	2	3	**6**
8:15 - 8:30	0	0	1	4	**5**
8:30 - 8:45	0	6	3	4	**13**
8:45 - 9:00	0	2	2	5	**9**
9:00 - 9:15	0	2	4	3	**9**
9:15 - 9:30	0	1	4	4	**9**
9:30 - 9:45	0	1	1	5	**7**
9:45 -10:00	0	2	3	4	**9**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	1	10	15	31	**57**
8 - 9	0	9	8	16	**33**
9 - 10	0	6	12	16	**34**
TOTAL	**1**	**25**	**35**	**63**	**124**

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	2	3	7	**12**
3:15 - 3:30	0	4	11	3	**18**
3:30 - 3:45	0	5	5	9	**19**
3:45 - 4:00	0	2	11	7	**20**
4:00 - 4:15	0	3	15	19	**37**
4:15 - 4:30	0	2	9	4	**15**
4:30 - 4:45	0	2	7	12	**21**
4:45 - 5:00	0	4	4	5	**13**
5:00 - 5:15	0	8	12	7	**27**
5:15 - 5:30	0	5	8	8	**21**
5:30 - 5:45	0	3	3	12	**18**
5:45 - 6:00	0	9	7	14	**30**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	0	13	30	26	**69**
4 - 5	0	11	35	40	**86**
5 - 6	0	25	30	41	**96**
TOTAL	**0**	**49**	**95**	**107**	**251**

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

City of Los Angeles

Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Vineland Ave**

East/West : **Chandler Blvd South**

Day:	Tuesday	**Date:**	1/28/2020	**Weather:**	
School Day:	YES	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1	0	3
8-9	0	3	0	3
9-10	1	1	0	2
3-4	1	3	0	4
4-5	3	8	0	11
5-6	0	2	0	2
TOTAL	7	18	0	25

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	15	18
8-9	0	0	23	23
9-10	0	2	23	25
3-4	0	5	15	20
4-5	0	7	22	29
5-6	0	4	22	26
TOTAL	0	21	120	141

TOTAL

N-S
21
26
27
24
40
28
166

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	0	0	18
8-9	20	0	1	21
9-10	19	0	0	19
3-4	27	0	2	29
4-5	25	0	1	26
5-6	22	0	5	27
TOTAL	131	0	9	140

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
18
21
19
29
26
27
140

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	7	86	84	0	177
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

Prepared by National Data & Surveying Services

Vineland Ave & Chandler Blvd South

Peak Hour Turning Movement Count

ID: 20-05036-003
City: North Hollywood

Day: Tuesday
Date: 01/28/2020

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Vineland Ave — SOUTHBOUND

AM	227	1081	0	0	750	AM
NOON	0	0	0	0	0	NOON
PM	163	713	0	0	1309	PM
	0	3	0	0		

Chandler Blvd South — EASTBOUND

AM	NOON	PM	
277	0	276	
0	0	0	0
300	0	435	2
0	0	0	0
157	0	184	1

CONTROL

Signalized

TEV	2266	0	2483
	AM	NOON	PM
PHF	0.97		0.98

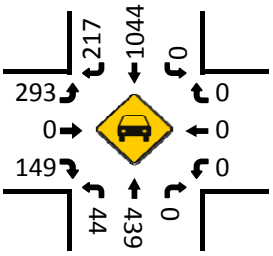
Chandler Blvd South — WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

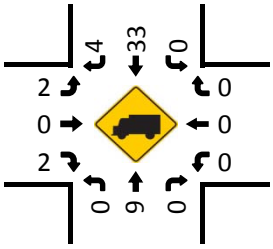
Vineland Ave — NORTHBOUND

PM	898	1	113	874	0	PM
NOON	0	0	0	0	0	NOON
AM	1239	1	50	450	0	AM
		0	1	2	0	

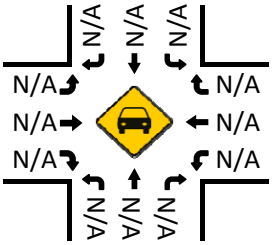
Cars (AM)



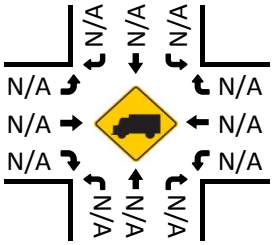
HT (AM)



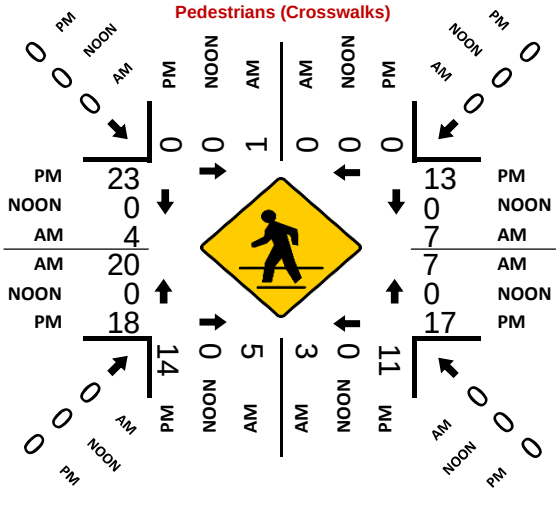
Cars (NOON)



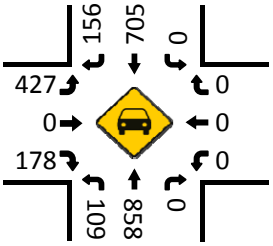
HT (NOON)



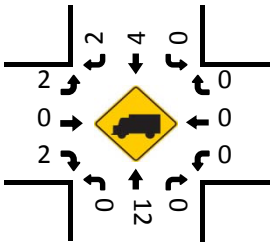
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Vineland Ave

East/West Chandler Blvd North

Day: Tuesday Date: 01/28/2020 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	104	110	0	33
BIKES	150	35	0	140
BUSES	70	57	0	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	202	8.00	323	7.45	0	0.00	37	7.30
PM PK 15 MIN	352	17.30	234	15.00	0	0.00	44	16.00
AM PK HOUR	772	7.45	1250	7.30	0	0.00	112	7.00
PM PK HOUR	1312	17.00	812	16.30	0	0.00	162	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	485	77	562
8-9	0	618	144	762
9-10	0	541	124	665
15-16	0	840	125	965
16-17	0	974	148	1122
17-18	0	1140	172	1312
TOTAL	0	4598	790	5388

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	1168	0	1201
8-9	27	1114	0	1141
9-10	20	942	0	962
15-16	23	756	0	779
16-17	31	744	0	775
17-18	26	762	0	788
TOTAL	160	5486	0	5646

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1763	15	28	0	6
1903	13	22	1	0
1627	19	12	2	2
1744	9	30	5	8
1897	14	19	1	3
2100	32	10	8	1
11034	102	121	17	20

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	0	20	112
8-9	66	0	13	79
9-10	62	0	31	93
15-16	103	0	29	132
16-17	121	0	41	162
17-18	119	0	26	145
TOTAL	563	0	160	723

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
112	0	0	3	9
79	0	0	3	5
93	0	0	9	3
132	0	0	1	9
162	0	0	2	6
145	0	0	13	6
723	0	0	31	38

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North
City: North Hollywood
Control: Signalized

Project ID: 20-05036-002
Date: 1/28/2020

Total

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	90	14	0	1	282	0	0	0	0	0	0	16	0	6	0	409
7:15 AM	0	94	16	0	6	269	0	0	0	0	0	0	17	0	3	0	405
7:30 AM	0	133	16	0	3	317	0	0	0	0	0	0	31	0	6	0	506
7:45 AM	0	168	31	0	22	300	0	1	0	0	0	0	28	0	5	0	555
8:00 AM	0	175	27	0	10	309	0	2	0	0	0	0	12	0	4	0	539
8:15 AM	0	161	31	0	7	278	0	1	0	0	0	0	14	0	1	0	493
8:30 AM	0	144	35	0	3	287	0	0	0	0	0	0	12	0	1	0	482
8:45 AM	0	138	51	0	4	240	0	0	0	0	0	0	28	0	7	0	468
9:00 AM	0	126	42	0	4	284	0	0	0	0	0	0	13	0	9	0	478
9:15 AM	0	146	30	0	8	236	0	0	0	0	0	0	23	0	11	0	454
9:30 AM	0	128	20	0	4	198	0	1	0	0	0	0	9	0	6	0	366
9:45 AM	0	141	32	0	3	224	0	0	0	0	0	0	17	0	5	0	422
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1644	345	0	75	3224	0	5	0	0	0	0	220	0	64	0	5577
APPROACH %'s :	0.00%	82.65%	17.35%	0.00%	2.27%	97.58%	0.00%	0.15%					77.46%	0.00%	22.54%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	637	105	0	42	1204	0	4	0	0	0	0	85	0	16	0	2093
PEAK HR FACTOR :	0.000	0.910	0.847	0.000	0.477	0.950	0.000	0.500	0.000	0.000	0.000	0.000	0.685	0.000	0.667	0.000	0.943
		0.918				0.967								0.682			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	200	33	0	8	226	0	0	0	0	0	0	29	0	6	0	502
3:15 PM	0	191	29	0	6	192	0	0	0	0	0	0	29	0	7	0	454
3:30 PM	0	229	31	0	4	156	0	0	0	0	0	0	26	0	5	0	451
3:45 PM	0	220	32	0	5	182	0	0	0	0	0	0	19	0	11	0	469
4:00 PM	0	241	31	0	9	178	0	0	0	0	0	0	31	0	13	0	503
4:15 PM	0	246	39	0	5	174	0	1	0	0	0	0	31	0	9	0	505
4:30 PM	0	260	36	0	4	199	0	0	0	0	0	0	32	0	11	0	542
4:45 PM	0	227	42	0	12	193	0	0	0	0	0	0	27	0	8	0	509
5:00 PM	0	289	37	0	7	212	0	0	0	0	0	0	31	0	9	0	585
5:15 PM	0	276	43	0	12	173	0	0	0	0	0	0	29	0	8	0	541
5:30 PM	0	304	48	0	4	186	0	1	0	0	0	0	30	0	7	0	580
5:45 PM	0	271	44	0	2	191	0	0	0	0	0	0	29	0	2	0	539
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2954	445	0	78	2262	0	2	0	0	0	0	343	0	96	0	6180
APPROACH %'s :	0.00%	86.91%	13.09%	0.00%	3.33%	96.58%	0.00%	0.09%					78.13%	0.00%	21.87%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1140	172	0	25	762	0	1	0	0	0	0	119	0	26	0	2245
PEAK HR FACTOR :	0.000	0.938	0.896	0.000	0.521	0.899	0.000	0.250	0.000	0.000	0.000	0.000	0.960	0.000	0.722	0.000	0.959
		0.932				0.900								0.906			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North
City: North Hollywood
Control: Signalized

Project ID: 20-05036-002
Date: 1/28/2020

Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	86	13	0	1	273	0	0	0	0	0	0	14	0	1	0	388
7:15 AM	0	90	16	0	6	263	0	0	0	0	0	0	16	0	2	0	393
7:30 AM	0	130	16	0	3	303	0	0	0	0	0	0	29	0	3	0	484
7:45 AM	0	164	31	0	21	285	0	1	0	0	0	0	26	0	5	0	533
8:00 AM	0	172	26	0	10	301	0	2	0	0	0	0	12	0	3	0	526
8:15 AM	0	155	30	0	7	272	0	1	0	0	0	0	14	0	1	0	480
8:30 AM	0	139	34	0	3	276	0	0	0	0	0	0	12	0	1	0	465
8:45 AM	0	130	49	0	4	221	0	0	0	0	0	0	27	0	7	0	438
9:00 AM	0	117	41	0	4	273	0	0	0	0	0	0	11	0	8	0	454
9:15 AM	0	137	30	0	6	228	0	0	0	0	0	0	22	0	9	0	432
9:30 AM	0	120	18	0	4	191	0	1	0	0	0	0	7	0	6	0	347
9:45 AM	0	134	30	0	2	213	0	0	0	0	0	0	16	0	5	0	400
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1574	334	0	71	3099	0	5	0	0	0	0	206	0	51	0	5340
APPROACH %'s :	0.00%	82.49%	17.51%	0.00%	2.24%	97.61%	0.00%	0.16%					80.16%	0.00%	19.84%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	621	103	0	41	1161	0	4	0	0	0	0	81	0	12	0	2023
PEAK HR FACTOR :	0.00	0.903	0.831	0.000	0.488	0.958	0.000	0.500	0.000	0.000	0.000	0.000	0.698	0.000	0.600	0.000	0.949
		0.914				0.963								0.727			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	193	33	0	8	222	0	0	0	0	0	0	29	0	6	0	491
3:15 PM	0	180	28	0	6	190	0	0	0	0	0	0	27	0	7	0	438
3:30 PM	0	222	28	0	4	152	0	0	0	0	0	0	23	0	5	0	434
3:45 PM	0	212	32	0	5	178	0	0	0	0	0	0	19	0	11	0	457
4:00 PM	0	238	30	0	9	175	0	0	0	0	0	0	28	0	13	0	493
4:15 PM	0	241	37	0	5	169	0	1	0	0	0	0	31	0	9	0	493
4:30 PM	0	256	30	0	4	195	0	0	0	0	0	0	31	0	11	0	527
4:45 PM	0	221	38	0	11	191	0	0	0	0	0	0	27	0	6	0	494
5:00 PM	0	284	34	0	7	210	0	0	0	0	0	0	30	0	9	0	574
5:15 PM	0	273	42	0	12	169	0	0	0	0	0	0	29	0	6	0	531
5:30 PM	0	297	47	0	4	185	0	1	0	0	0	0	27	0	7	0	568
5:45 PM	0	267	43	0	2	189	0	0	0	0	0	0	28	0	2	0	531
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2884	422	0	77	2225	0	2	0	0	0	0	329	0	92	0	6031
APPROACH %'s :	0.00%	87.24%	12.76%	0.00%	3.34%	96.57%	0.00%	0.09%					78.15%	0.00%	21.85%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1121	166	0	25	753	0	1	0	0	0	0	114	0	24	0	2204
PEAK HR FACTOR :	0.00	0.944	0.883	0.000	0.521	0.896	0.000	0.250	0.000	0.000	0.000	0.000	0.950	0.000	0.667	0.000	0.960
		0.935				0.897								0.885			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North
City: North Hollywood
Control: Signalized

Project ID: 20-05036-002
Date: 1/28/2020

HT

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	1	0	0	7	0	0	0	0	0	0	1	0	5	0	16
7:15 AM	0	2	0	0	0	5	0	0	0	0	0	0	1	0	1	0	9
7:30 AM	0	0	0	0	0	10	0	0	0	0	0	0	2	0	3	0	15
7:45 AM	0	3	0	0	0	13	0	0	0	0	0	0	2	0	0	0	18
8:00 AM	0	1	1	0	0	6	0	0	0	0	0	0	0	0	1	0	9
8:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	5	2	0	0	17	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	0	6	0	0	0	9	0	0	0	0	0	0	1	0	1	0	17
9:15 AM	0	5	0	0	0	6	0	0	0	0	0	0	1	0	2	0	14
9:30 AM	0	5	2	0	0	4	0	0	0	0	0	0	2	0	0	0	13
9:45 AM	0	3	2	0	1	9	0	0	0	0	0	0	0	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	38	9	0	1	96	0	0	0	0	0	0	10	0	13	0	167
APPROACH %'s :	0.00%	80.85%	19.15%	0.00%	1.03%	98.97%	0.00%	0.00%					43.48%	0.00%	56.52%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	7	1	0	0	33	0	0	0	0	0	0	4	0	4	0	49
PEAK HR FACTOR :	0.000	0.583	0.250	0.000	0.000	0.635	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.333	0.000	0.681
		0.667				0.635								0.400			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
3:30 PM	0	5	2	0	0	1	0	0	0	0	0	0	2	0	0	0	10
3:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
4:15 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	4	3	0	1	1	0	0	0	0	0	0	0	0	2	0	11
5:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	0	2	0	7
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	43	14	0	1	12	0	0	0	0	0	0	6	0	4	0	80
APPROACH %'s :	0.00%	75.44%	24.56%	0.00%	7.69%	92.31%	0.00%	0.00%					60.00%	0.00%	40.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	12	3	0	0	3	0	0	0	0	0	0	3	0	2	0	23
PEAK HR FACTOR :	0.00	0.600	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.821
		0.750				0.375								0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North
City: North Hollywood
Control: Signalized

Project ID: 20-05036-002
Date: 1/28/2020

Buses

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	5
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6
9:00 AM	0	3	1	0	0	2	0	0	0	0	0	0	1	0	0	0	7
9:15 AM	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
9:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	32	2	0	3	29	0	0	0	0	0	0	4	0	0	0	70
APPROACH %'s :	0.00%	94.12%	5.88%	0.00%	9.38%	90.63%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	9	1	0	1	10	0	0	0	0	0	0	0	0	0	0	21
PEAK HR FACTOR :	0.000	0.750	0.250	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.625				0.688											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	4	1	0	0	1	0	0	0	0	0	0	2	0	0	0	8
3:30 PM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	0	7
3:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	6
4:15 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	0	7
4:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	2	1	0	0	2	0	0	0	0	0	0	1	0	0	0	6
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	0	5
5:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	27	9	0	0	25	0	0	0	0	0	0	8	0	0	0	69
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	7	3	0	0	6	0	0	0	0	0	0	2	0	0	0	18
PEAK HR FACTOR :	0.00	0.875	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750
		0.833				0.750								0.500			

National Data & Surveying Services

Bicycle Count

Project ID: 20-05036-002
City: North Hollywood

Day: Tuesday
Date: 1/28/2020

NS/EW Streets:	Vineland Ave			Vineland Ave			Chandler Blvd North			Chandler Blvd North			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1	1	3	0	3	0	0	0	0	0	0	0	8
7:15 AM	0	1	5	0	0	0	0	0	0	5	0	0	11
7:30 AM	0	0	3	0	1	0	0	0	0	3	0	1	8
7:45 AM	0	3	4	0	2	0	0	0	0	4	0	1	14
8:00 AM	0	0	3	0	1	0	0	0	0	8	0	0	12
8:15 AM	0	1	5	0	1	0	0	0	0	6	0	0	13
8:30 AM	0	0	6	3	2	0	0	0	0	3	0	0	14
8:45 AM	0	1	8	0	3	0	0	0	0	9	0	0	21
9:00 AM	0	1	6	1	1	0	0	0	0	7	0	0	16
9:15 AM	0	1	2	0	0	0	0	0	0	8	0	0	11
9:30 AM	0	0	3	1	2	0	0	0	0	4	0	0	10
9:45 AM	0	0	5	1	0	0	0	0	0	10	0	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	9	53	6	16	0	0	0	0	67	0	2	154
APPROACH %'s :	1.59%	14.29%	84.13%	27.27%	72.73%	0.00%				97.10%	0.00%	2.90%	
PEAK HR :	07:30 AM - 08:30 AM												TOTAL
PEAK HR VOL :	0	4	15	0	5	0	0	0	0	21	0	2	47
PEAK HR FACTOR :		0.679			0.625						0.719		0.839

AM	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	6	1	0	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	3	1	0	8	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	6	5	0	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	8	2	0	8	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	6	2	0	5	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	2	0	0	6	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	3	2	0	4	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	5	1	0	8	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	56	17	0	51	0	0	0	0

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	1	6	2	1	0	0	0	0	1	0	0	11
3:15 PM	0	1	3	0	0	0	0	0	0	5	0	0	9
3:30 PM	0	3	7	0	1	0	0	0	0	3	0	0	14
3:45 PM	0	1	8	0	2	0	0	0	0	8	0	0	19
4:00 PM	0	2	7	0	1	0	0	0	0	6	0	0	16
4:15 PM	0	0	8	1	1	0	0	0	0	6	0	0	16
4:30 PM	0	2	5	0	2	0	0	0	0	4	0	0	13
4:45 PM	0	2	9	0	0	0	0	0	0	8	0	0	19
5:00 PM	0	1	5	0	0	0	0	0	0	9	0	3	18
5:15 PM	0	1	6	0	1	0	0	0	0	6	0	2	16
5:30 PM	0	0	5	0	1	0	0	0	0	7	0	0	13
5:45 PM	1	0	3	0	0	0	0	0	0	2	0	1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	1	14	72	3	10	0	0	0	0	65	0	6	171
APPROACH %'s	1.15%	16.09%	82.76%	23.08%	76.92%	0.00%				91.55%	0.00%	8.45%	
PEAK HR :	05:00 PM - 06:00 PM												TOTAL
PEAK HR VOL:	1	2	19	0	2	0	0	0	0	24	0	6	54
PEAK HR FACTOR:		0.786			0.500						0.625		0.750

PM	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	6	3	0	1	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	8	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	8	2	0	5	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	7	1	0	5	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	7	2	0	3	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	9	0	0	7	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	6	0	0	8	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	5	0	0	7	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	77	8	0	52	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North **Project ID:** 20-05036-002
City: North Hollywood **Date:** 1/28/2020

Peds_Kids

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	2	1	0	0	0	5
7:15 AM	0	0	1	4	0	0	0	0	5
7:30 AM	0	5	1	7	5	0	0	0	18
7:45 AM	0	1	2	9	2	1	0	0	15
8:00 AM	0	0	3	2	0	1	0	0	6
8:15 AM	0	0	2	2	2	0	0	0	6
8:30 AM	0	0	1	2	0	2	0	0	5
8:45 AM	0	0	5	5	0	0	0	0	10
9:00 AM	1	0	1	2	1	1	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	1	5	0	0	0	0	7
9:45 AM	0	0	2	1	0	1	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	6	21	41	11	6	0	0	87
APPROACH %'s :	25.00%	75.00%	33.87%	66.13%	64.71%	35.29%			
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	6	8	20	9	2	0	0	45
PEAK HR FACTOR :		0.300	0.667	0.556	0.450	0.500			0.625
	0.300		0.636		0.550				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	6	2	1	0	0	0	9
3:15 PM	0	2	0	5	1	0	0	0	8
3:30 PM	0	5	5	0	2	2	0	0	14
3:45 PM	1	0	4	8	2	1	0	0	16
4:00 PM	0	1	1	2	2	0	0	0	6
4:15 PM	1	0	3	1	1	1	0	0	7
4:30 PM	0	0	5	3	0	1	0	0	9
4:45 PM	1	0	2	2	1	0	0	0	6
5:00 PM	0	0	0	3	1	1	0	0	5
5:15 PM	0	0	2	0	1	0	0	0	3
5:30 PM	0	0	2	2	0	0	0	0	4
5:45 PM	1	0	1	0	0	3	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	8	31	28	12	9	0	0	92
APPROACH %'s :	33.33%	66.67%	52.54%	47.46%	57.14%	42.86%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	1	0	5	5	2	4	0	0	17
PEAK HR FACTOR :	0.250		0.625	0.417	0.500	0.333			0.850
	0.250		0.625		0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North **Project ID:** 20-05036-002
City: North Hollywood **Date:** 1/28/2020

Peds_Adults

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	3	0	0	0	0	3
7:15 AM	0	0	3	2	0	0	0	0	5
7:30 AM	0	0	1	4	1	1	0	0	7
7:45 AM	0	0	1	1	0	1	0	0	3
8:00 AM	0	0	4	1	1	0	0	0	6
8:15 AM	0	1	2	3	0	0	0	0	6
8:30 AM	0	0	0	1	1	0	0	0	2
8:45 AM	0	0	0	2	1	0	0	0	3
9:00 AM	0	0	3	3	2	0	0	0	8
9:15 AM	0	0	1	4	0	2	0	0	7
9:30 AM	1	0	1	1	1	1	0	0	5
9:45 AM	0	1	5	1	2	1	0	0	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	21	26	9	6	0	0	65
APPROACH %'s :	33.33%	66.67%	44.68%	55.32%	60.00%	40.00%			
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	1	8	9	2	2	0	0	22
PEAK HR FACTOR :		0.250	0.500	0.563	0.500	0.500			0.786
	0.250		0.850		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	1	0	1	0	0	0	2
3:15 PM	0	0	0	2	0	0	0	0	2
3:30 PM	1	2	2	0	0	0	0	0	5
3:45 PM	1	1	1	3	0	0	0	0	6
4:00 PM	0	0	1	3	0	1	0	0	5
4:15 PM	0	0	2	2	0	1	0	0	5
4:30 PM	1	0	2	0	0	0	0	0	3
4:45 PM	0	0	3	1	0	0	0	0	4
5:00 PM	0	1	3	2	3	0	0	0	9
5:15 PM	2	1	8	2	1	0	0	0	14
5:30 PM	0	1	5	7	1	1	0	0	15
5:45 PM	3	0	5	0	2	5	0	0	15
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	6	33	22	8	8	0	0	85
APPROACH %'s :	57.14%	42.86%	60.00%	40.00%	50.00%	50.00%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	5	3	21	11	7	6	0	0	53
PEAK HR FACTOR :	0.417	0.750	0.656	0.393	0.583	0.300			0.883
	0.667		0.667		0.464				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North **Project ID:** 20-05036-002
City: North Hollywood **Date:** 1/28/2020

Pedestrians (Crosswalks)

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	5	1	0	0	0	8
7:15 AM	0	0	4	6	0	0	0	0	10
7:30 AM	0	5	2	11	6	1	0	0	25
7:45 AM	0	1	3	10	2	2	0	0	18
8:00 AM	0	0	7	3	1	1	0	0	12
8:15 AM	0	1	4	5	2	0	0	0	12
8:30 AM	0	0	1	3	1	2	0	0	7
8:45 AM	0	0	5	7	1	0	0	0	13
9:00 AM	1	0	4	5	3	1	0	0	14
9:15 AM	0	0	1	4	0	2	0	0	7
9:30 AM	2	0	2	6	1	1	0	0	12
9:45 AM	0	1	7	2	2	2	0	0	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	8	42	67	20	12	0	0	152
APPROACH %'s :	27.27%	72.73%	38.53%	61.47%	62.50%	37.50%			
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	7	16	29	11	4	0	0	67
PEAK HR FACTOR :		0.350	0.571	0.659	0.458	0.500			0.670
	0.350		0.865		0.536				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	7	2	2	0	0	0	11
3:15 PM	0	2	0	7	1	0	0	0	10
3:30 PM	1	7	7	0	2	2	0	0	19
3:45 PM	2	1	5	11	2	1	0	0	22
4:00 PM	0	1	2	5	2	1	0	0	11
4:15 PM	1	0	5	3	1	2	0	0	12
4:30 PM	1	0	7	3	0	1	0	0	12
4:45 PM	1	0	5	3	1	0	0	0	10
5:00 PM	0	1	3	5	4	1	0	0	14
5:15 PM	2	1	10	2	2	0	0	0	17
5:30 PM	0	1	7	9	1	1	0	0	19
5:45 PM	4	0	6	0	2	8	0	0	20
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	14	64	50	20	17	0	0	177
APPROACH %'s :	46.15%	53.85%	56.14%	43.86%	54.05%	45.95%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	6	3	26	16	9	10	0	0	70
PEAK HR FACTOR :	0.375	0.750	0.650	0.444	0.563	0.313			0.875
	0.563		0.656		0.475				

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : **Vineland Ave**

East/West : **Chandler Blvd North**

Day:	Tuesday	**Date:**	1/28/2020	**Weather:**	
School Day:	YES	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	7	1	0	**8**
7:15 - 7:30	0	10	0	0	**10**
7:30 - 7:45	5	13	7	0	**25**
7:45 - 8:00	1	13	4	0	**18**
8:00 - 8:15	0	10	2	0	**12**
8:15 - 8:30	1	9	2	0	**12**
8:30 - 8:45	0	4	3	0	**7**
8:45 - 9:00	0	12	1	0	**13**
9:00 - 9:15	1	9	4	0	**14**
9:15 - 9:30	0	5	2	0	**7**
9:30 - 9:45	2	8	2	0	**12**
9:45 -10:00	1	9	4	0	**14**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	6	43	12	0	**61**
8 - 9	1	35	8	0	**44**
9 - 10	4	31	12	0	**47**
TOTAL	**11**	**109**	**32**	**0**	**152**

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	9	2	0	**11**
3:15 - 3:30	2	7	1	0	**10**
3:30 - 3:45	8	7	4	0	**19**
3:45 - 4:00	3	16	3	0	**22**
4:00 - 4:15	1	7	3	0	**11**
4:15 - 4:30	1	8	3	0	**12**
4:30 - 4:45	1	10	1	0	**12**
4:45 - 5:00	1	8	1	0	**10**
5:00 - 5:15	1	8	5	0	**14**
5:15 - 5:30	3	12	2	0	**17**
5:30 - 5:45	1	16	2	0	**19**
5:45 - 6:00	4	6	10	0	**20**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	13	39	10	0	**62**
4 - 5	4	33	8	0	**45**
5 - 6	9	42	19	0	**70**
TOTAL	**26**	**114**	**37**	**0**	**177**

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

City of Los Angeles

Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Vineland Ave**

East/West : **Chandler Blvd North**

Day:	Tuesday	**Date:**	1/28/2020	**Weather:**	
School Day:	YES	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	5	15	21
8-9	0	2	22	24
9-10	0	2	16	18
3-4	0	6	24	30
4-5	0	6	29	35
5-6	1	2	19	22
TOTAL	2	23	125	150

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	3	7	0	10
9-10	3	3	0	6
3-4	2	4	0	6
4-5	1	4	0	5
5-6	0	2	0	2
TOTAL	9	26	0	35

TOTAL

N-S
27
34
24
36
40
24
185

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	0	2	14
8-9	26	0	0	26
9-10	29	0	0	29
3-4	17	0	0	17
4-5	24	0	0	24
5-6	24	0	6	30
TOTAL	132	0	8	140

TOTAL

E-W
14
26
29
17
24
30
140

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	133	25	0	103	261
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

Prepared by National Data & Surveying Services

Vineland Ave & Chandler Blvd North

Peak Hour Turning Movement Count

ID: 20-05036-002
City: North Hollywood

Day: Tuesday
Date: 01/28/2020

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2093	0	2245
PHF	0.94		0.96

Vineland Ave — SOUTHBOUND

	L	T	R	U	Total	
AM	0	1204	42	4	657	AM
NOON	0	0	0	0	0	NOON
PM	0	762	25	1	1167	PM

Chandler Blvd North — EASTBOUND

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

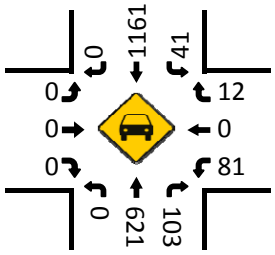
Chandler Blvd North — WESTBOUND

	L	T	R	U	Total	
PM	26	0	16	0	42	PM
NOON	0	0	0	1	1	NOON
AM	119	0	85	0	204	AM
PM	197	0	147	0	344	PM

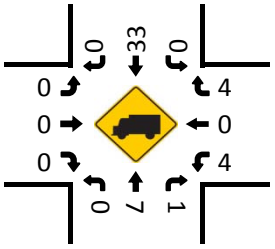
Vineland Ave — NORTHBOUND

	L	T	R	U	Total	
PM	881	0	0	1140	172	PM
NOON	0	0	0	0	0	NOON
AM	1289	0	0	637	105	AM

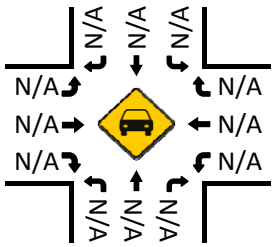
Cars (AM)



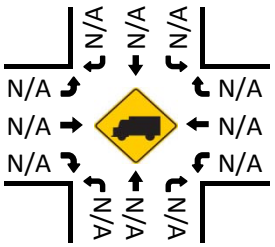
HT (AM)



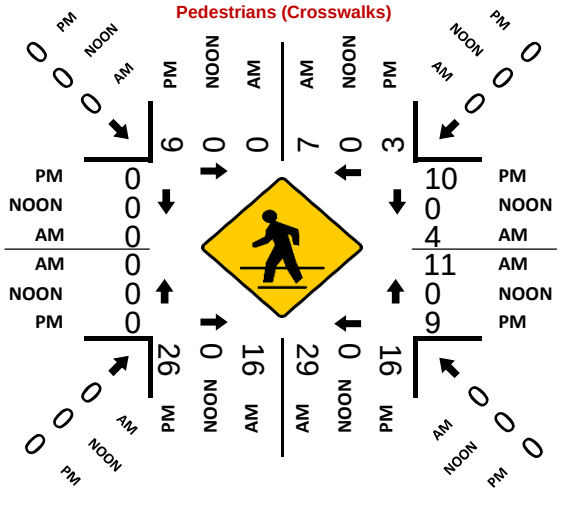
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
9
0
0
0

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Cleon Ave

East/West Chandler Blvd

Day: Tuesday Date: 01/28/2020 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	9	24	32
BIKES	0	0	151	144
BUSES	0	0	14	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	4	7.30	52	8.45	38	7.30
PM PK 15 MIN	0	0.00	16	16.00	53	16.45	41	16.30
AM PK HOUR	0	0.00	12	8.30	178	8.15	117	7.00
PM PK HOUR	0	0.00	37	16.00	199	16.45	149	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	8	9
8-9	4	0	3	7
9-10	4	0	8	12
15-16	8	0	16	24
16-17	12	0	25	37
17-18	1	0	26	27
TOTAL	30	0	86	116

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
9	0	0	0	2
7	0	0	0	3
12	0	0	1	0
24	0	0	1	0
37	0	0	1	2
27	0	0	3	1
116	0	0	6	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	95	0	103
8-9	13	158	0	171
9-10	12	138	0	150
15-16	5	142	0	147
16-17	9	166	0	175
17-18	18	179	0	197
TOTAL	65	878	0	943

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	107	10	117
8-9	0	71	3	74
9-10	0	84	10	94
15-16	0	115	11	126
16-17	0	130	14	144
17-18	0	122	8	130
TOTAL	0	629	56	685

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
220	0	1	0	0
245	1	0	0	0
244	2	0	0	0
273	0	0	0	0
319	1	3	1	1
327	1	0	0	0
1628	5	4	1	1

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Control: 1-Way Stop (SB)

Project ID: 20-05036-001
Date: 1/28/2020

Total

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	22	6	0	41
7:15 AM	0	0	0	0	0	0	1	0	0	21	0	0	0	20	1	0	43
7:30 AM	0	0	0	0	1	0	3	0	0	22	0	0	0	36	2	0	64
7:45 AM	0	0	0	0	0	0	4	0	7	40	0	0	0	29	1	0	81
8:00 AM	0	0	0	0	1	0	0	0	4	38	0	0	0	16	1	0	60
8:15 AM	0	0	0	0	0	0	2	0	2	39	0	0	0	13	0	0	56
8:30 AM	0	0	0	0	2	0	1	0	2	34	0	0	0	13	1	0	53
8:45 AM	0	0	0	0	1	0	0	0	5	47	0	0	0	29	1	0	83
9:00 AM	0	0	0	0	2	0	2	0	5	44	0	0	0	25	3	0	81
9:15 AM	0	0	0	0	0	0	4	0	3	31	0	0	0	25	1	0	64
9:30 AM	0	0	0	0	2	0	0	0	1	31	0	0	0	17	3	0	54
9:45 AM	0	0	0	0	0	0	2	0	3	32	0	0	0	17	3	0	57
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	0	19	0	33	391	0	0	0	262	23	0	737
APPROACH %'s :					32.14%	0.00%	67.86%	0.00%	7.78%	92.22%	0.00%	0.00%	0.00%	91.93%	8.07%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	6	0	14	153	0	0	0	96	8	0	282
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.375	0.000	0.700	0.814	0.000	0.000	0.000	0.828	0.667	0.000	0.849
						0.688				0.803				0.867			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	4	0	6	0	2	42	0	0	0	28	2	0	84
3:15 PM	0	0	0	0	2	0	5	0	1	30	0	0	0	32	2	0	72
3:30 PM	0	0	0	0	2	0	1	0	1	36	0	0	0	26	3	0	69
3:45 PM	0	0	0	0	0	0	4	0	1	34	0	0	0	29	4	0	72
4:00 PM	0	0	0	0	6	0	10	0	0	42	0	0	0	30	5	0	93
4:15 PM	0	0	0	0	3	0	1	0	2	40	0	0	0	36	4	0	86
4:30 PM	0	0	0	0	2	0	8	0	1	37	0	0	0	38	3	0	89
4:45 PM	0	0	0	0	1	0	6	0	6	47	0	0	0	26	2	0	88
5:00 PM	0	0	0	0	1	0	11	0	4	40	0	0	0	36	2	0	94
5:15 PM	0	0	0	0	0	0	4	0	8	42	0	0	0	30	0	0	84
5:30 PM	0	0	0	0	0	0	7	0	3	49	0	0	0	36	3	0	98
5:45 PM	0	0	0	0	0	0	4	0	3	48	0	0	0	20	3	0	78
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	21	0	67	0	32	487	0	0	0	367	33	0	1007
APPROACH %'s :					23.86%	0.00%	76.14%	0.00%	6.17%	93.83%	0.00%	0.00%	0.00%	91.75%	8.25%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	28	0	21	178	0	0	0	128	7	0	364
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.636	0.000	0.656	0.908	0.000	0.000	0.000	0.889	0.583	0.000	0.929
						0.625				0.939				0.865			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Control: 1-Way Stop (SB)

Project ID: 20-05036-001
Date: 1/28/2020

Cars

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	16	5	0	34
7:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	18	1	0	39
7:30 AM	0	0	0	0	1	0	2	0	0	22	0	0	0	32	2	0	59
7:45 AM	0	0	0	0	0	0	4	0	6	40	0	0	0	27	1	0	78
8:00 AM	0	0	0	0	1	0	0	0	4	37	0	0	0	15	1	0	58
8:15 AM	0	0	0	0	0	0	2	0	2	38	0	0	0	13	0	0	55
8:30 AM	0	0	0	0	2	0	1	0	2	33	0	0	0	13	1	0	52
8:45 AM	0	0	0	0	1	0	0	0	4	46	0	0	0	28	1	0	80
9:00 AM	0	0	0	0	1	0	1	0	5	43	0	0	0	23	3	0	76
9:15 AM	0	0	0	0	0	0	4	0	1	31	0	0	0	22	1	0	59
9:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	15	2	0	48
9:45 AM	0	0	0	0	0	0	2	0	3	30	0	0	0	16	3	0	54
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	0	16	0	29	381	0	0	0	238	21	0	692
APPROACH %'s :					30.43%	0.00%	69.57%	0.00%	7.07%	92.93%	0.00%	0.00%	0.00%	91.89%	8.11%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	5	0	11	149	0	0	0	88	7	0	263
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.750	0.000	0.313	0.000	0.550	0.810	0.000	0.000	0.000	0.786	0.583	0.000	0.822
					0.500				0.800				0.819				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	4	0	6	0	2	42	0	0	0	28	2	0	84
3:15 PM	0	0	0	0	2	0	5	0	1	30	0	0	0	31	2	0	71
3:30 PM	0	0	0	0	1	0	1	0	1	33	0	0	0	22	3	0	61
3:45 PM	0	0	0	0	0	0	4	0	1	33	0	0	0	29	4	0	71
4:00 PM	0	0	0	0	5	0	10	0	0	41	0	0	0	27	4	0	87
4:15 PM	0	0	0	0	3	0	1	0	2	39	0	0	0	36	4	0	85
4:30 PM	0	0	0	0	1	0	8	0	1	34	0	0	0	37	3	0	84
4:45 PM	0	0	0	0	1	0	5	0	6	38	0	0	0	26	2	0	78
5:00 PM	0	0	0	0	1	0	11	0	4	38	0	0	0	34	2	0	90
5:15 PM	0	0	0	0	0	0	4	0	8	40	0	0	0	28	0	0	80
5:30 PM	0	0	0	0	0	0	7	0	3	48	0	0	0	33	2	0	93
5:45 PM	0	0	0	0	0	0	4	0	3	47	0	0	0	20	3	0	77
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	18	0	66	0	32	463	0	0	0	351	31	0	961
APPROACH %'s :					21.43%	0.00%	78.57%	0.00%	6.46%	93.54%	0.00%	0.00%	0.00%	91.88%	8.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	27	0	21	164	0	0	0	121	6	0	341
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.500	0.000	0.614	0.000	0.656	0.854	0.000	0.000	0.000	0.890	0.750	0.000	0.917
					0.604				0.907				0.882				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Control: 1-Way Stop (SB)

Project ID: 20-05036-001
Date: 1/28/2020

HT

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:30 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	1	0	6
9:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	3	0	1	8	0	0	0	20	2	0	36
APPROACH %'s :					40.00%	0.00%	60.00%	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%	90.91%	9.09%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	1	3	0	0	0	6	1	0	14
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.583
						0.375				0.500				0.583			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	1	0	0	15	0	0	0	8	2	0	29
APPROACH %'s :					75.00%	0.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	11	0	0	0	5	1	0	18
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.344	0.000	0.000	0.000	0.625	0.250	0.000	0.500
						0.250				0.344				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Control: 1-Way Stop (SB)

Project ID: 20-05036-001
Date: 1/28/2020

Buses

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	3	2	0	0	0	4	0	0	9
APPROACH %'s :									60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.625
										0.375				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.625
										0.750				0.500			

National Data & Surveying Services

Bicycle Count

Project ID: 20-05036-001
City: North Hollywood

Day: Tuesday
Date: 1/28/2020

NS/EW Streets:	Cleon Ave			Cleon Ave			Chandler Blvd			Chandler Blvd			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
7:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
7:30 AM	0	0	0	0	0	0	0	6	0	0	6	0	12
7:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:00 AM	0	0	0	0	0	0	0	8	0	0	8	0	16
8:15 AM	0	0	0	0	0	0	0	4	0	0	5	0	9
8:30 AM	0	0	0	0	0	0	0	10	0	0	5	0	15
8:45 AM	0	0	0	0	0	0	0	11	0	0	7	0	18
9:00 AM	0	0	0	0	0	0	0	10	0	0	8	0	18
9:15 AM	0	0	0	0	0	0	0	6	0	0	7	0	13
9:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
9:45 AM	0	0	0	0	0	0	0	9	0	0	12	0	21
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	76	0	0	70	0	146
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	31	0	0	25	0	56
PEAK HR FACTOR :								0.705			0.781		0.778

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	10	7	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	9	12	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	76	68	0	0	0	0

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
3:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
3:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
3:45 PM	0	0	0	0	0	0	0	6	0	0	7	0	13
4:00 PM	0	0	0	0	0	0	0	8	0	0	7	0	15
4:15 PM	0	0	0	0	0	0	0	11	0	0	5	0	16
4:30 PM	0	0	0	0	0	0	0	3	0	0	6	1	10
4:45 PM	0	0	0	0	0	0	0	10	0	0	10	0	20
5:00 PM	0	0	0	0	0	0	0	5	0	0	10	0	15
5:15 PM	0	0	0	0	0	0	0	7	0	0	9	0	16
5:30 PM	0	0	0	0	0	0	0	4	0	0	6	0	10
5:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	0	0	0	0	0	0	0	75	0	0	73	1	149
APPROACH %'s							0.00%	100.00%	0.00%	0.00%	98.65%	1.35%	
PEAK HR :	04:45 PM - 05:45 PM												TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	26	0	0	35	0	61
PEAK HR FACTOR:								0.650			0.875		0.763

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	7	9	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	73	72	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Project ID: 20-05036-001
Date: 1/28/2020

Peds_Kids

NS/EW Streets:	Cleon Ave		Cleon Ave		Chandler Blvd		Chandler Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	3	0	0	0	0	1	0	6
APPROACH %'s :	40.00%	60.00%					100.00%	0.00%	
PEAK HR :	**08:45 AM - 09:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	3	3
4:30 PM	2	0	0	0	1	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	0	1	0	0	3	7
APPROACH %'s :	66.67%	33.33%			100.00%	0.00%	0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250
	0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Project ID: 20-05036-001
Date: 1/28/2020

Peds_Adults

NS/EW Streets:	Cleon Ave		Cleon Ave		Chandler Blvd		Chandler Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	2	1	4
APPROACH %'s :	100.00%	0.00%					66.67%	33.33%	
PEAK HR :	**08:45 AM - 09:45 AM**								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	1	3
PEAK HR FACTOR :	0.250						0.250	0.250	0.375
	0.250						0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	3	0	0	1	0	0	2	8
APPROACH %'s :	40.00%	60.00%			100.00%	0.00%	0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.500	0.250							0.375
	0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd
City: North Hollywood
Project ID: 20-05036-001
Date: 1/28/2020

Pedestrians (Crosswalks)

NS/EW Streets:	Cleon Ave		Cleon Ave		Chandler Blvd		Chandler Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	1	0	2
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	4	0	0	0	0	3	1	11
APPROACH %'s :	42.86%	57.14%					75.00%	25.00%	
PEAK HR :	08:45 AM - 09:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	1	3
PEAK HR FACTOR :	0.250						0.250	0.250	0.375
	0.250						0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	3	3
4:30 PM	2	0	0	0	2	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	4	0	0	2	0	0	5	15
APPROACH %'s :	50.00%	50.00%			100.00%	0.00%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	2	2	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.500	0.500							0.500
	0.500								

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:
North/South : **Cleon Ave**
East/West : **Chandler Blvd**
Day: Tuesday **Date:** 1/28/2020 **Weather:**
School Day: YES **District:** I/S CODE:
Hours: 7-10AM 3-6PM **Staff:**

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	0	0	1	1
7:15 - 7:30	0	0	0	0	0
7:30 - 7:45	2	0	0	0	2
7:45 - 8:00	1	0	0	0	1
8:00 - 8:15	1	0	0	1	2
8:15 - 8:30	1	0	0	0	1
8:30 - 8:45	1	0	0	0	1
8:45 - 9:00	0	0	0	0	0
9:00 - 9:15	1	0	0	1	2
9:15 - 9:30	0	0	0	0	0
9:30 - 9:45	0	0	0	1	1
9:45 -10:00	0	0	0	0	0

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	3	0	0	1	4
8 - 9	3	0	0	1	4
9 - 10	1	0	0	2	3
TOTAL	**7**	**0**	**0**	**4**	**11**

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0
3:30 - 3:45	1	0	0	0	1
3:45 - 4:00	0	0	0	0	0
4:00 - 4:15	1	0	0	0	1
4:15 - 4:30	0	0	0	3	3
4:30 - 4:45	2	0	2	1	5
4:45 - 5:00	0	0	0	0	0
5:00 - 5:15	2	0	0	0	2
5:15 - 5:30	0	0	0	0	0
5:30 - 5:45	2	0	0	0	2
5:45 - 6:00	0	0	0	1	1

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	1	0	0	0	1
4 - 5	3	0	2	4	9
5 - 6	4	0	0	1	5
TOTAL	**8**	**0**	**2**	**5**	**15**

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

City of Los Angeles

Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Cleon Ave**

East/West : **Chandler Blvd**

Day:	Tuesday	**Date:**	1/28/2020	**Weather:**	
School Day:	YES	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

N-S
0
0
0
0
0
0
0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	14	0	14
8-9	0	33	0	33
9-10	0	29	0	29
3-4	0	24	0	24
4-5	0	32	0	32
5-6	0	19	0	19
TOTAL	0	151	0	151

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	15	0	15
8-9	0	25	0	25
9-10	0	30	0	30
3-4	0	18	0	18
4-5	0	28	1	29
5-6	0	27	0	27
TOTAL	0	143	1	144

TOTAL

E-W
29
58
59
42
61
46
295

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	0	0	149	140	289
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

Prepared by National Data & Surveying Services

Cleon Ave & Chandler Blvd

Peak Hour Turning Movement Count

ID: 20-05036-001
City: North Hollywood

Day: Tuesday
Date: 01/28/2020

PEAK HOURS	COUNT PERIODS
08:45 AM - 09:45 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

Cleon Ave — SOUTHBOUND

	L	T	R	U	Total	
AM	6	0	5	0	22	AM
NOON	0	0	0	0	0	NOON
PM	28	0	2	0	28	PM

EASTBOUND — Chandler Blvd

AM	NOON	PM	
102	0	156	⇦
0	0	0	↶ 0
14	0	21	↱ 0
153	0	178	→ 1
0	0	0	↴ 0

WESTBOUND — Chandler Blvd

PM	NOON	AM	
7	0	8	0 ↰
128	0	96	1 ←
0	0	0	0 ↰
0	0	0	0 ↰
180	0	158	⇨

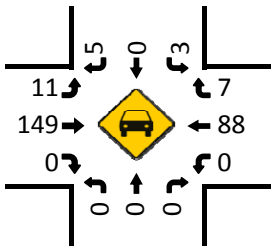
NORTHBOUND — Cleon Ave

	L	T	R	U	Total	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

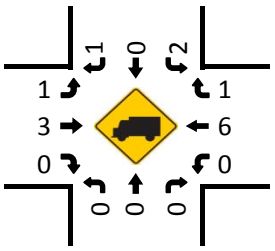
CONTROL: 1-Way Stop (SB)

TEV	282	0	364
	AM	NOON	PM
PHF	0.85		0.93

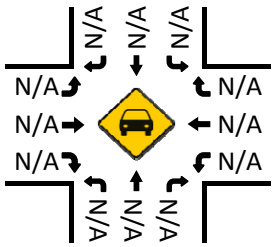
Cars (AM)



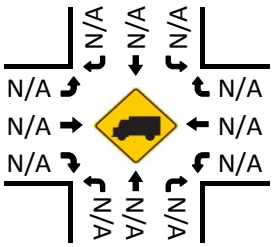
HT (AM)



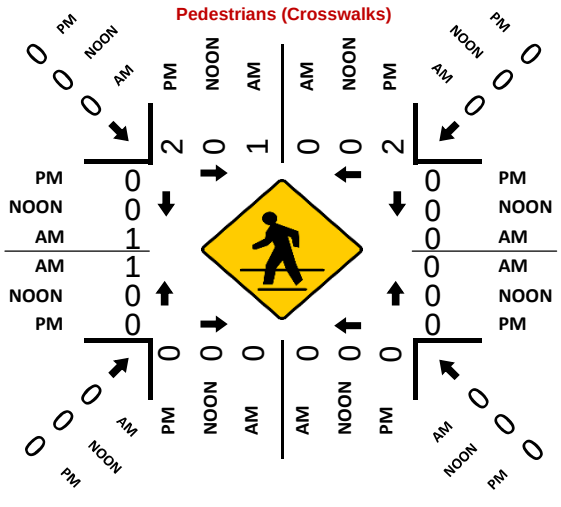
Cars (NOON)



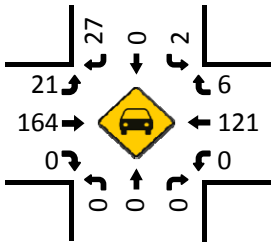
HT (NOON)



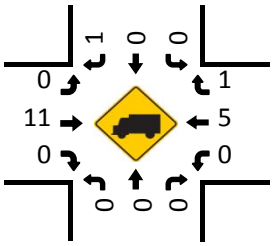
Pedestrians (Crosswalks)



Cars (PM)



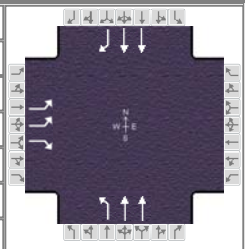
HT (PM)



HCS WORKSHEETS

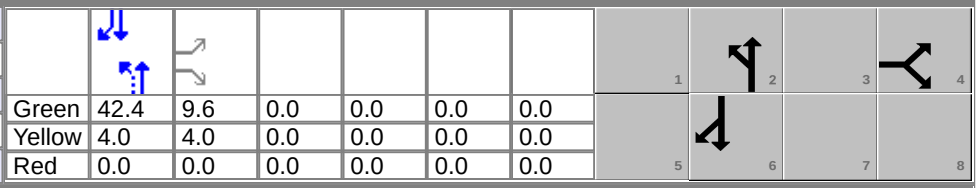
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	VINELAND & CHANDLER - S AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	300		157				51	450			1081	227

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	42.4	9.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		13.6				46.4		46.4
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		8.4						
Green Extension Time (g_e), s		1.2				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	309		162				53	464			1114	234
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1586		1435				513	1769			1809	1486
Queue Service Time (g_s), s	5.4		6.4				2.9	2.7			7.8	3.3
Cycle Queue Clearance Time (g_c), s	5.4		6.4				10.7	2.7			7.8	3.3
Green Ratio (*g/C*)	0.16		0.16				0.71	0.71			0.71	0.71
Capacity (*c*), veh/h	506		229				416	2502			2558	1050
Volume-to-Capacity Ratio (*X*)	0.611		0.707				0.126	0.185			0.436	0.223
Back of Queue (*Q*), ft/ln (50 th percentile)	47.5		52.1				7.6	13.2			40.4	15.8
Back of Queue (*Q*), veh/ln (50 th percentile)	1.9		2.1				0.3	0.5			1.6	0.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.20		0.18				0.03	0.00			0.00	0.17
Uniform Delay (d_1), s/veh	23.5		23.9				6.0	3.0			3.7	3.1
Incremental Delay (d_2), s/veh	0.4		1.5				0.6	0.2			0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.9		25.4				6.6	3.1			4.3	3.5
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	24.4	C		0.0			3.5	A		4.1	A	
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.3	B
Bicycle LOS Score / LOS		F			0.9	A	1.6	A

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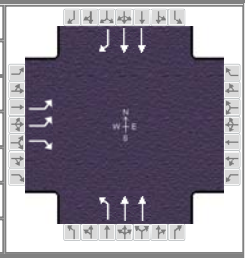
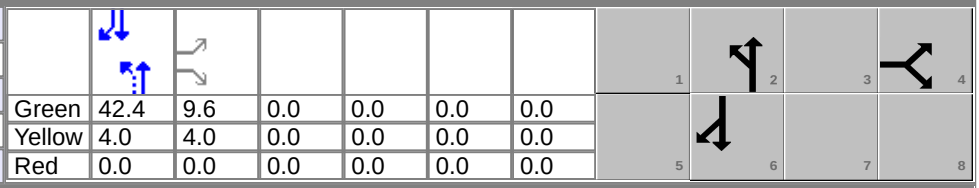
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S AM EXISTING+…		
Project Description	EXISTING + PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	303		157				51	456			1083	228

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	42.4	9.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		13.6				46.4		46.4
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		8.4						
Green Extension Time (g_e), s		1.2				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	312		162				53	470			1116	235
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1587		1435				512	1769			1809	1486
Queue Service Time (g_s), s	5.5		6.4				2.9	2.7			7.8	3.3
Cycle Queue Clearance Time (g_c), s	5.5		6.4				10.8	2.7			7.8	3.3
Green Ratio (*g/C*)	0.16		0.16				0.71	0.71			0.71	0.71
Capacity (*c*), veh/h	507		229				415	2501			2557	1050
Volume-to-Capacity Ratio (*X*)	0.616		0.706				0.127	0.188			0.437	0.224
Back of Queue (*Q*), ft/ln (50 th percentile)	48		52.1				7.6	13.4			40.5	16
Back of Queue (*Q*), veh/ln (50 th percentile)	1.9		2.1				0.3	0.5			1.6	0.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.20		0.18				0.03	0.00			0.00	0.17
Uniform Delay (d_1), s/veh	23.5		23.9				6.0	3.0			3.7	3.1
Incremental Delay (d_2), s/veh	0.5		1.5				0.6	0.2			0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	24.0		25.4				6.6	3.1			4.3	3.6
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	24.4	C		0.0			3.5	A		4.1	A	
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.3	B
Bicycle LOS Score / LOS		F			0.9	A	1.6	A

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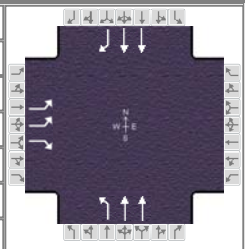
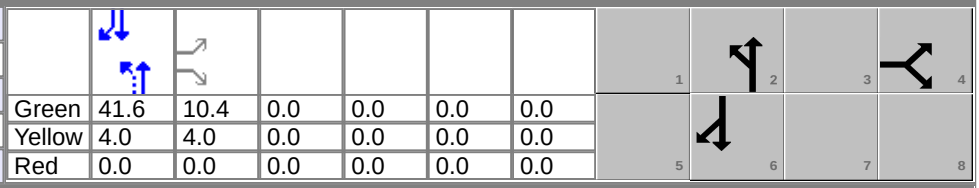
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	VINELAND & CHANDLER - S AM FUTURE WO…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354		173				54	493			1129	234

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.6	10.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		14.4				45.6		45.6
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		9.0						
Green Extension Time (g_e), s		1.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	365		178				56	508			1164	241
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1599		1442				489	1769			1809	1485
Queue Service Time (g_s), s	6.4		7.0				3.5	3.1			8.7	3.6
Cycle Queue Clearance Time (g_c), s	6.4		7.0				12.2	3.1			8.7	3.6
Green Ratio (*g/C*)	0.17		0.17				0.69	0.69			0.69	0.69
Capacity (*c*), veh/h	552		249				389	2455			2511	1031
Volume-to-Capacity Ratio (*X*)	0.661		0.717				0.143	0.207			0.464	0.234
Back of Queue (*Q*), ft/ln (50 th percentile)	56		56.9				9	16.5			48.2	18.1
Back of Queue (*Q*), veh/ln (50 th percentile)	2.2		2.3				0.4	0.7			1.9	0.7
Queue Storage Ratio (*RQ*) (50 th percentile)	0.23		0.20				0.04	0.00			0.00	0.19
Uniform Delay (d_1), s/veh	23.2		23.4				6.9	3.3			4.1	3.4
Incremental Delay (d_2), s/veh	0.5		1.5				0.8	0.2			0.6	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.7		24.9				7.7	3.5			4.8	3.9
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	24.1	C		0.0			3.9	A		4.6	A	
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.0	A	1.6	A

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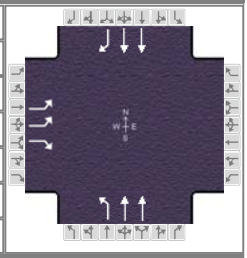
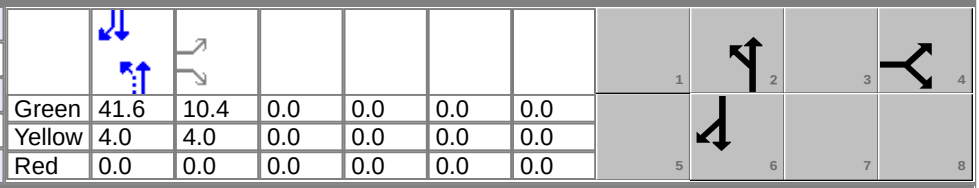
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S AM FUTURE W…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357		173				54	499			1131	235

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.6	10.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		14.4				45.6		45.6
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		9.0						
Green Extension Time (g_e), s		1.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	368		178				56	514			1166	242
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1599		1442				488	1769			1809	1485
Queue Service Time (g_s), s	6.5		7.0				3.5	3.1			8.7	3.6
Cycle Queue Clearance Time (g_c), s	6.5		7.0				12.2	3.1			8.7	3.6
Green Ratio (*g/C*)	0.17		0.17				0.69	0.69			0.69	0.69
Capacity (*c*), veh/h	553		249				388	2455			2510	1030
Volume-to-Capacity Ratio (*X*)	0.666		0.716				0.144	0.210			0.464	0.235
Back of Queue (*Q*), ft/ln (50 th percentile)	56.6		56.9				9	16.7			48.3	18.3
Back of Queue (*Q*), veh/ln (50 th percentile)	2.3		2.3				0.4	0.7			1.9	0.7
Queue Storage Ratio (*RQ*) (50 th percentile)	0.24		0.20				0.04	0.00			0.00	0.19
Uniform Delay (d_1), s/veh	23.2		23.4				6.9	3.3			4.1	3.4
Incremental Delay (d_2), s/veh	0.5		1.4				0.8	0.2			0.6	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.7		24.9				7.7	3.5			4.8	3.9
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	24.1		C	0.0			3.9		A	4.6		A
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.0	A	1.6	A

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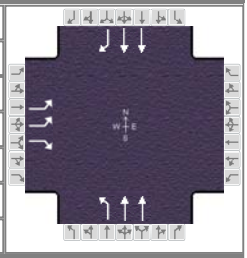
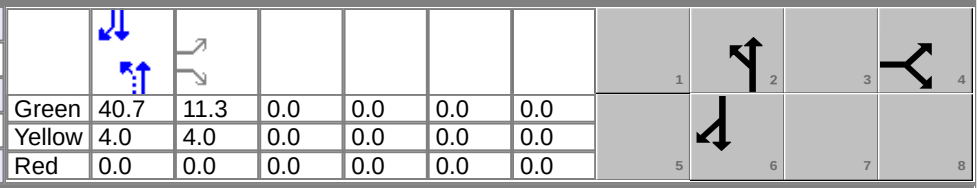
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S PM EXISTING.…		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	435		184				114	874			713	163

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.7	11.3	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		15.3				44.7		44.7
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		9.8						
Green Extension Time (g_e), s		1.6				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	444		188				116	892			728	166
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1613		1454				733	1769			1809	1468
Queue Service Time (g_s), s	7.8		7.2				4.6	6.5			4.9	2.5
Cycle Queue Clearance Time (g_c), s	7.8		7.2				9.4	6.5			4.9	2.5
Green Ratio (*g/C*)	0.19		0.19				0.68	0.68			0.68	0.68
Capacity (*c*), veh/h	610		275				557	2398			2452	995
Volume-to-Capacity Ratio (*X*)	0.728		0.683				0.209	0.372			0.297	0.167
Back of Queue (*Q*), ft/ln (50 th percentile)	68.2		58.2				15.8	37.4			28.4	13.1
Back of Queue (*Q*), veh/ln (50 th percentile)	2.7		2.3				0.6	1.5			1.1	0.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.28		0.20				0.07	0.00			0.00	0.14
Uniform Delay (d_1), s/veh	22.9		22.7				5.8	4.2			3.9	3.5
Incremental Delay (d_2), s/veh	0.6		1.1				0.8	0.4			0.3	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.5		23.8				6.7	4.6			4.2	3.9
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.6		C	0.0			4.8		A	4.1		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	1.2	A

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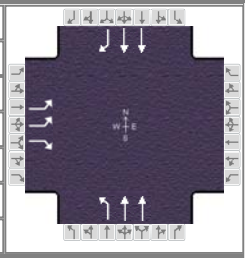
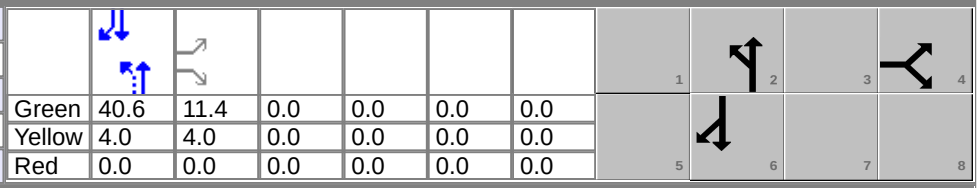
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S PM EXISTING+…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	437		184				114	877			719	167

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.6	11.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		15.4				44.6		44.6
Change Period, (*Y+R* $_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		9.8						
Green Extension Time (g_e), s		1.6				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	446		188				116	895			734	170
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1613		1455				729	1769			1809	1468
Queue Service Time (g_s), s	7.8		7.2				4.6	6.6			4.9	2.5
Cycle Queue Clearance Time (g_c), s	7.8		7.2				9.5	6.6			4.9	2.5
Green Ratio (*g/C*)	0.19		0.19				0.68	0.68			0.68	0.68
Capacity (*c*), veh/h	612		276				554	2395			2449	994
Volume-to-Capacity Ratio (*X*)	0.729		0.681				0.210	0.374			0.300	0.171
Back of Queue (*Q*), ft/ln (50 th percentile)	68.7		58.2				16	37.6			28.7	13.5
Back of Queue (*Q*), veh/ln (50 th percentile)	2.7		2.3				0.6	1.5			1.1	0.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.29		0.20				0.07	0.00			0.00	0.14
Uniform Delay (d_1), s/veh	22.9		22.6				5.9	4.2			3.9	3.5
Incremental Delay (d_2), s/veh	0.6		1.1				0.9	0.4			0.3	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.5		23.7				6.7	4.6			4.2	3.9
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.6		C	0.0			4.9		A	4.2		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	1.2	A

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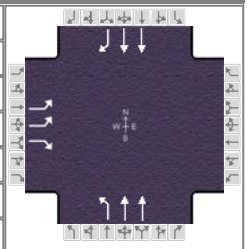
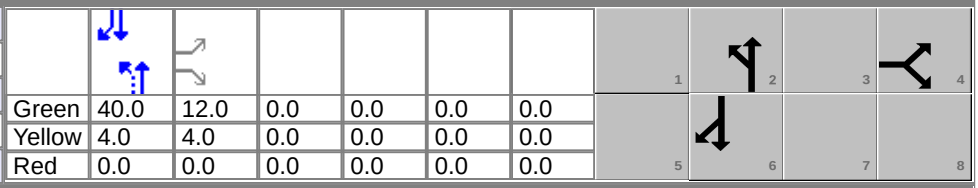
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S PM FUTURE W…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	467		195				129	925			769	210

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.0	12.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		16.0				44.0		44.0
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		10.3						
Green Extension Time (g_e), s		1.7				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	477		199				132	944			785	214
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1620		1458				696	1769			1809	1467
Queue Service Time (g_s), s	8.3		7.6				6.0	7.3			5.5	3.4
Cycle Queue Clearance Time (g_c), s	8.3		7.6				11.5	7.3			5.5	3.4
Green Ratio (*g/C*)	0.20		0.20				0.67	0.67			0.67	0.67
Capacity (*c*), veh/h	646		291				520	2361			2414	979
Volume-to-Capacity Ratio (*X*)	0.738		0.684				0.253	0.400			0.325	0.219
Back of Queue (*Q*), ft/ln (50 th percentile)	72.9		61.2				20.3	43.5			33.5	18.8
Back of Queue (*Q*), veh/ln (50 th percentile)	2.9		2.4				0.8	1.7			1.3	0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.30		0.21				0.09	0.00			0.00	0.20
Uniform Delay (d_1), s/veh	22.5		22.3				6.7	4.5			4.2	3.9
Incremental Delay (d_2), s/veh	0.6		1.1				1.2	0.5			0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.2		23.3				7.8	5.0			4.6	4.4
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.2	C		0.0			5.4	A		4.6	A	
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.3	A

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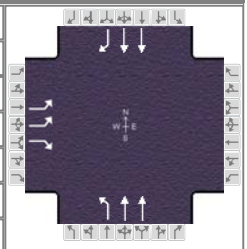
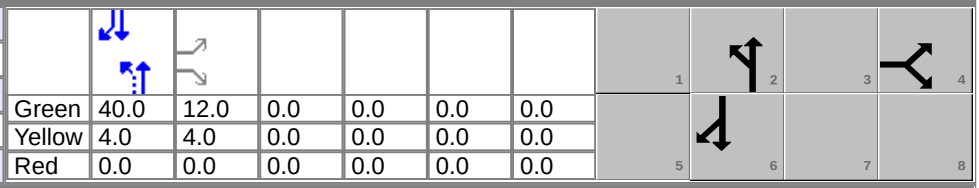
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT…	File Name	1 VINELAND & CHANDLER - S PM FUTURE W…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	469		195				129	928			775	214

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.0	12.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		16.0				44.0		44.0
Change Period, ($Y+R_c$), s		4.0				4.0		4.0
Max Allow Headway (*MAH*), s		3.4				0.0		0.0
Queue Clearance Time (g_s), s		10.3						
Green Extension Time (g_e), s		1.7				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	479		199				132	947			791	218
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1621		1458				692	1769			1809	1467
Queue Service Time (g_s), s	8.3		7.6				6.0	7.3			5.6	3.5
Cycle Queue Clearance Time (g_c), s	8.3		7.6				11.6	7.3			5.6	3.5
Green Ratio (*g/C*)	0.20		0.20				0.67	0.67			0.67	0.67
Capacity (*c*), veh/h	648		292				517	2359			2412	978
Volume-to-Capacity Ratio (*X*)	0.738		0.682				0.255	0.401			0.328	0.223
Back of Queue (*Q*), ft/ln (50 th percentile)	73.2		61.1				20.4	43.6			33.8	19.2
Back of Queue (*Q*), veh/ln (50 th percentile)	2.9		2.4				0.8	1.7			1.4	0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.30		0.21				0.09	0.00			0.00	0.20
Uniform Delay (d_1), s/veh	22.5		22.2				6.7	4.6			4.3	3.9
Incremental Delay (d_2), s/veh	0.6		1.1				1.2	0.5			0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	23.2		23.3				7.9	5.1			4.6	4.4
Level of Service (LOS)	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.2	C		0.0			5.4	A		4.6	A	
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.3	A

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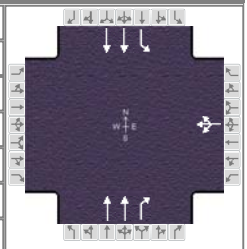
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - NORT…	File Name	2 VINELAND & CHANDLER - N AM EXISTING.…		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				85	0	16		637	105	44	1204	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.0		43.8	7.3	51.0
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				0.0		0.0	0.0	0.0
Queue Clearance Time (g_s), s				0.0		0.0	0.0	0.0
Green Extension Time (g_e), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					0			0	0	0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					0			0	0	0	0	
Queue Service Time (g_s), s					0.0			0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s					0.0			0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)					0.08			0.66	0.66	0.05	0.78	
Capacity (*c*), veh/h					140			2397	985	98	2777	
Volume-to-Capacity Ratio (*X*)					0.768			0.283	0.113	0.478	0.461	
Back of Queue (*Q*), ft/ln (50 th percentile)					38.2			28.6	9.2	16.1	17.8	
Back of Queue (*Q*), veh/ln (50 th percentile)					1.5			1.1	0.4	0.6	0.7	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.10	0.11	0.00	
Uniform Delay (d_1), s/veh					26.9			4.2	3.7	27.6	2.2	
Incremental Delay (d_2), s/veh					3.3			0.3	0.2	1.3	0.6	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					30.2			4.5	3.9	28.9	2.8	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.2		C	4.4		A	3.7		A
Intersection Delay, s/veh / LOS	5.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.1	A	1.6	A

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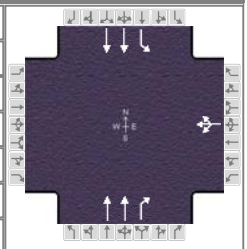
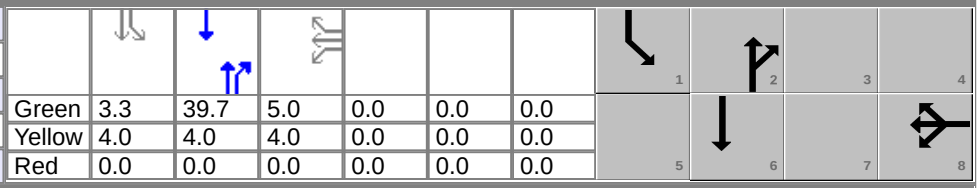
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - NORT…	File Name	2 VINELAND & CHANDLER - N AM EXISTING+…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				87	0	16		645	106	45	1205	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.3	39.7	5.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.0		43.7	7.3	51.0
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				5.8			3.5	
Green Extension Time (g_e), s				0.2		0.0	0.0	0.0
Phase Call Probability				0.84			0.55	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					110			686	113	48	1282	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1680			1809	1487	1810	1773	
Queue Service Time (g_s), s					3.8			4.8	1.7	1.5	7.4	
Cycle Queue Clearance Time (g_c), s					3.8			4.8	1.7	1.5	7.4	
Green Ratio (*g/C*)					0.08			0.66	0.66	0.05	0.78	
Capacity (*c*), veh/h					141			2392	983	99	2775	
Volume-to-Capacity Ratio (*X*)					0.777			0.287	0.115	0.481	0.462	
Back of Queue (*Q*), ft/ln (50 th percentile)					39			29.4	9.4	16.5	18.3	
Back of Queue (*Q*), veh/ln (50 th percentile)					1.6			1.2	0.4	0.7	0.7	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.10	0.11	0.00	
Uniform Delay (d_1), s/veh					26.9			4.3	3.7	27.5	2.2	
Incremental Delay (d_2), s/veh					3.5			0.3	0.2	1.3	0.6	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					30.4			4.6	4.0	28.9	2.8	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.4		C	4.5		A	3.7		A
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.1	A	1.6	A

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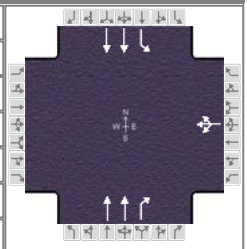
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - NORT…	File Name	2 VINELAND & CHANDLER - N AM FUTURE W…		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				89	0	17		719	119	46	1259	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.2		43.5	7.3	50.8
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				0.0		0.0	0.0	0.0
Queue Clearance Time (g_s), s				0.0		0.0	0.0	0.0
Green Extension Time (g_e), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					0			0	0	0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					0			0	0	0	0	
Queue Service Time (g_s), s					0.0			0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s					0.0			0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)					0.09			0.66	0.66	0.06	0.78	
Capacity (*c*), veh/h					145			2380	978	101	2767	
Volume-to-Capacity Ratio (*X*)					0.779			0.321	0.129	0.485	0.484	
Back of Queue (*Q*), ft/ln (50 th percentile)					40.1			34.6	10.8	16.8	20.7	
Back of Queue (*Q*), veh/ln (50 th percentile)					1.6			1.4	0.4	0.7	0.8	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.11	0.12	0.00	
Uniform Delay (d_1), s/veh					26.9			4.5	3.8	27.5	2.3	
Incremental Delay (d_2), s/veh					3.4			0.4	0.3	1.3	0.6	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					30.2			4.8	4.1	28.8	2.9	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.2		C	4.7		A	3.8		A
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.2	A	1.6	A

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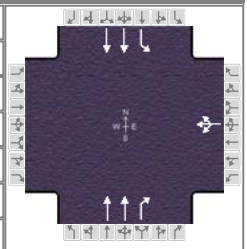
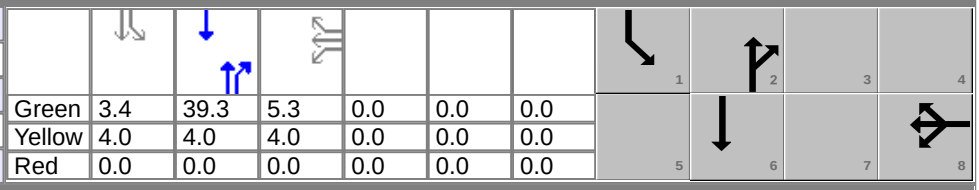
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL - NORT…	File Name	2 VINELAND & CHANDLER - N AM FUTURE WI…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				91	0	17		727	120	47	1260	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.4	39.3	5.3	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.3		43.3	7.4	50.7
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				6.0			3.6	
Green Extension Time (g_e), s				0.2		0.0	0.1	0.0
Phase Call Probability				0.85			0.57	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					115			773	128	50	1340	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1680			1809	1486	1810	1773	
Queue Service Time (g_s), s					4.0			5.6	1.9	1.6	8.1	
Cycle Queue Clearance Time (g_c), s					4.0			5.6	1.9	1.6	8.1	
Green Ratio (*g/C*)					0.09			0.66	0.66	0.06	0.78	
Capacity (*c*), veh/h					148			2372	974	102	2761	
Volume-to-Capacity Ratio (*X*)					0.779			0.326	0.131	0.489	0.485	
Back of Queue (*Q*), ft/ln (50 th percentile)					40.8			35.2	11	17.2	21.2	
Back of Queue (*Q*), veh/ln (50 th percentile)					1.6			1.4	0.4	0.7	0.8	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.12	0.12	0.00	
Uniform Delay (d_1), s/veh					26.8			4.5	3.9	27.5	2.4	
Incremental Delay (d_2), s/veh					3.3			0.4	0.3	1.3	0.6	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					30.1			4.9	4.2	28.8	3.0	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.1		C	4.8		A	3.9		A
Intersection Delay, s/veh / LOS	5.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.2	A	1.6	A

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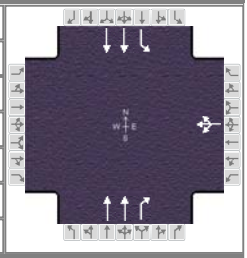
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - NORT…	File Name	2 VINELAND & CHANDLER - N PM EXISTING.…		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				119	0	26		1140	172	26	762	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0					
Yellow	0.0	0.0	0.0	0.0	0.0	0.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				10.8		43.0	6.2	49.2
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				0.0		0.0	0.0	0.0
Queue Clearance Time (g_s), s				0.0		0.0	0.0	0.0
Green Extension Time (g_e), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					0			0	0	0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					0			0	0	0	0	
Queue Service Time (g_s), s					0.0			0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s					0.0			0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)					0.11			0.65	0.65	0.04	0.75	
Capacity (*c*), veh/h					193			2351	958	66	2669	
Volume-to-Capacity Ratio (*X*)					0.783			0.505	0.187	0.412	0.297	
Back of Queue (*Q*), ft/ln (50 th percentile)					51.9			67	16.8	9.6	15.6	
Back of Queue (*Q*), veh/ln (50 th percentile)					2.1			2.7	0.7	0.4	0.6	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.18	0.07	0.00	
Uniform Delay (d_1), s/veh					25.9			5.5	4.2	28.3	2.4	
Incremental Delay (d_2), s/veh					2.6			0.8	0.4	1.5	0.3	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					28.5			6.3	4.6	29.8	2.6	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			28.5		C	6.0		A	3.5		A
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.6	A	1.2	A

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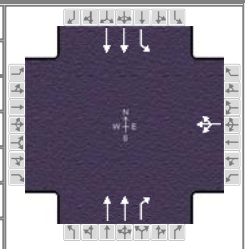
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Jul 3, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL NORT…	File Name	2 VINELAND & CHANDLER - N PM EXISTING+…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				125	0	26		1144	173	27	766	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	2.2	38.7	7.1	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.1		42.7	6.2	48.9
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				3.3		0.0	3.1	0.0
Queue Clearance Time (g_s), s				7.4			2.9	
Green Extension Time (g_e), s				0.2		0.0	0.0	0.0
Phase Call Probability				0.93			0.37	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					157			1192	180	28	798	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698			1809	1473	1810	1773	
Queue Service Time (g_s), s					5.4			10.5	3.0	0.9	4.4	
Cycle Queue Clearance Time (g_c), s					5.4			10.5	3.0	0.9	4.4	
Green Ratio (*g/C*)					0.12			0.64	0.64	0.04	0.75	
Capacity (*c*), veh/h					200			2332	950	68	2654	
Volume-to-Capacity Ratio (*X*)					0.785			0.511	0.190	0.415	0.301	
Back of Queue (*Q*), ft/ln (50 th percentile)					53.8			69.4	17.4	9.9	16.5	
Back of Queue (*Q*), veh/ln (50 th percentile)					2.2			2.8	0.7	0.4	0.7	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.18	0.07	0.00	
Uniform Delay (d_1), s/veh					25.7			5.7	4.3	28.2	2.4	
Incremental Delay (d_2), s/veh					2.6			0.8	0.4	1.5	0.3	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					28.3			6.5	4.8	29.7	2.7	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			28.3		C	6.2		A	3.7		A
Intersection Delay, s/veh / LOS	6.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.6	A	1.2	A

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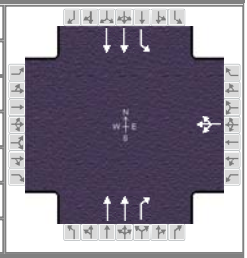
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL NORT…	File Name	2 VINELAND & CHANDLER - N PM FUTURE W…		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				134	0	28		1214	183	27	851	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.5		42.2	6.2	48.5
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				0.0		0.0	0.0	0.0
Queue Clearance Time (g_s), s				0.0		0.0	0.0	0.0
Green Extension Time (g_e), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					0			0	0	0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					0			0	0	0	0	
Queue Service Time (g_s), s					0.0			0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s					0.0			0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)					0.13			0.64	0.64	0.04	0.74	
Capacity (*c*), veh/h					214			2304	938	68	2627	
Volume-to-Capacity Ratio (*X*)					0.789			0.549	0.203	0.415	0.337	
Back of Queue (*Q*), ft/ln (50 th percentile)					57.3			78.7	19.2	9.9	21	
Back of Queue (*Q*), veh/ln (50 th percentile)					2.3			3.1	0.8	0.4	0.8	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.20	0.07	0.00	
Uniform Delay (d_1), s/veh					25.5			6.1	4.5	28.2	2.7	
Incremental Delay (d_2), s/veh					2.5			0.9	0.5	1.5	0.3	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					27.9			7.0	5.0	29.7	3.0	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			27.9		C	6.8		A	3.9		A
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.8	A	1.7	A	1.2	A

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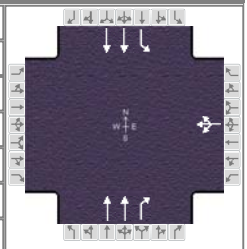
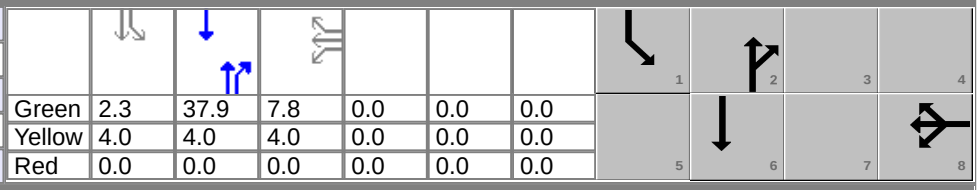
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Jul 3, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	CHANDLER BL NORT…	File Name	2 VINELAND & CHANDLER - N PM FUTURE W…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				140	0	28		1218	184	28	855	

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.3	37.9	7.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.8		41.9	6.3	48.2
Change Period, ($Y+R_c$), s				4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s				8.0			2.9	
Green Extension Time (g_e), s				0.3		0.0	0.0	0.0
Phase Call Probability				0.95			0.38	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h					175			1269	192	29	891	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1705			1809	1473	1810	1773	
Queue Service Time (g_s), s					6.0			11.9	3.3	0.9	5.3	
Cycle Queue Clearance Time (g_c), s					6.0			11.9	3.3	0.9	5.3	
Green Ratio (*g/C*)					0.13			0.63	0.63	0.04	0.74	
Capacity (*c*), veh/h					221			2285	930	70	2612	
Volume-to-Capacity Ratio (*X*)					0.791			0.555	0.206	0.419	0.341	
Back of Queue (*Q*), ft/ln (50 th percentile)					59.4			81.3	19.9	10.3	22.1	
Back of Queue (*Q*), veh/ln (50 th percentile)					2.4			3.3	0.8	0.4	0.9	
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00	0.21	0.07	0.00	
Uniform Delay (d_1), s/veh					25.3			6.3	4.7	28.2	2.8	
Incremental Delay (d_2), s/veh					2.4			1.0	0.5	1.5	0.4	
Initial Queue Delay (d_3), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					27.7			7.2	5.2	29.7	3.1	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			27.7		C	7.0		A	4.0		A
Intersection Delay, s/veh / LOS	7.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.8	A	1.7	A	1.2	A

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HCS7 Two-Way Stop-Control Report

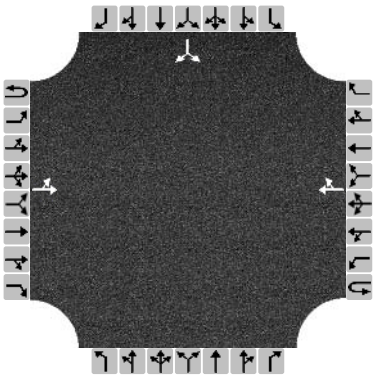
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	2/6/2020
Analysis Year	2020
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	EXISTING
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		14	153				96	8						5		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16													13	
Capacity, c (veh/h)		1457													779	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.7	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.7												9.7		
Approach LOS														A		

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HCS 2010 Two-Way Stop-Control Report

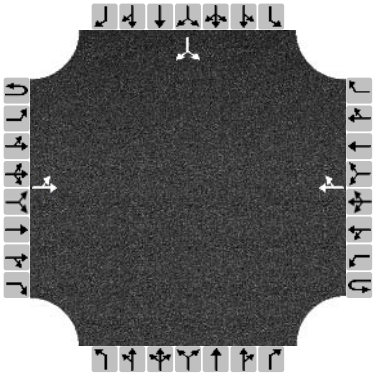
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7-3-2020
Analysis Year	2020
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	EXISTING+PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		16	153				96	12						6		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19													15	
Capacity, c (veh/h)		1451													770	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.8	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.8												9.8		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

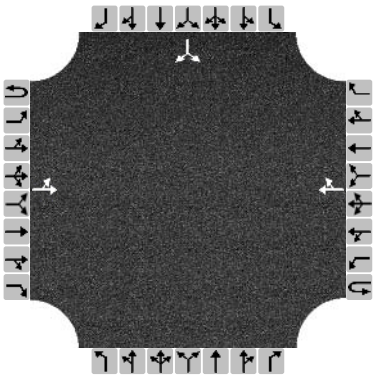
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	2/6/2020
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITHOUT PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		14	170				100	8						5		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16													13	
Capacity, c (veh/h)		1451													764	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.8	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.7												9.8		
Approach LOS														A		

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HCS 2010 Two-Way Stop-Control Report

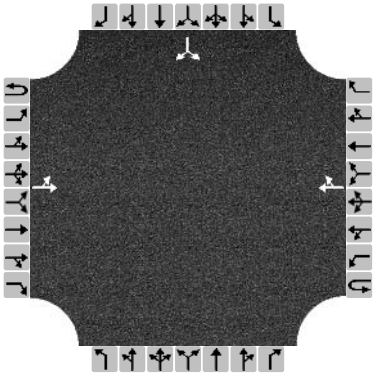
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		16	170				100	12						6		8
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19													16	
Capacity, c (veh/h)		1445													763	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.8	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.8												9.8		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

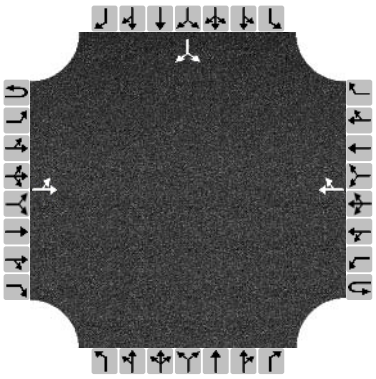
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	2/6/2020
Analysis Year	2020
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	EXISTING
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		21	178				128	7						2		28
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													32	
Capacity, c (veh/h)		1419													868	
v/c Ratio		0.02													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.6													9.3	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.9												9.3		
Approach LOS														A		

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HCS 2010 Two-Way Stop-Control Report

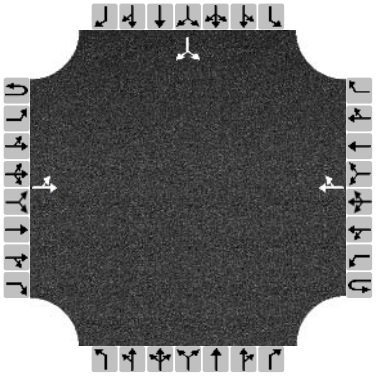
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2020
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	EXISTING+PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		22	178				128	9						6		34
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24													43	
Capacity, c (veh/h)		1416													836	
v/c Ratio		0.02													0.05	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		7.6													9.5	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		1.0												9.5		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

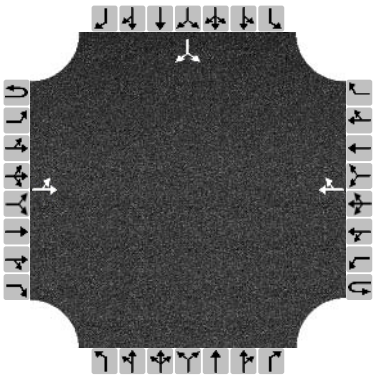
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	2/6/2020
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WO PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		22	189				144	7						2		29
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24													33	
Capacity, c (veh/h)		1399													847	
v/c Ratio		0.02													0.04	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		7.6													9.4	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		0.9												9.4		
Approach LOS														A		

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HCS 2010 Two-Way Stop-Control Report

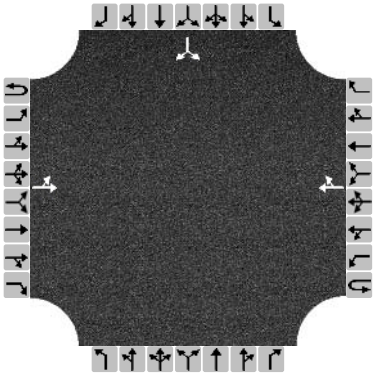
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	CHANDLER BL
North/South Street	CLEON AV
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		23	189				144	9						6		35
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		25													44	
Capacity, c (veh/h)		1395													816	
v/c Ratio		0.02													0.05	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		7.6													9.7	
Level of Service, LOS		A													A	
Approach Delay (s/veh)		1.0												9.7		
Approach LOS														A		

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HCS 2010 Two-Way Stop-Control Report

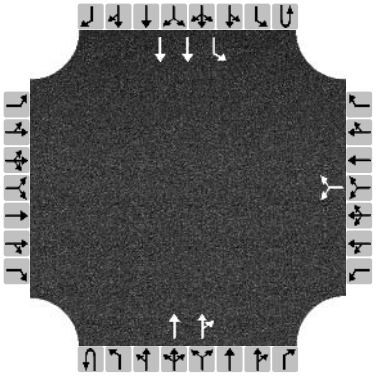
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	PROJECT DRIVWAY
North/South Street	VINELAND AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						1		3			725	8		7	1260	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							4							8		
Capacity, c (veh/h)							273							815		
v/c Ratio							0.01							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							18.4							9.5		
Level of Service, LOS							C							A		
Approach Delay (s/veh)						18.4								0.1		
Approach LOS						C										

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HCS 2010 Two-Way Stop-Control Report

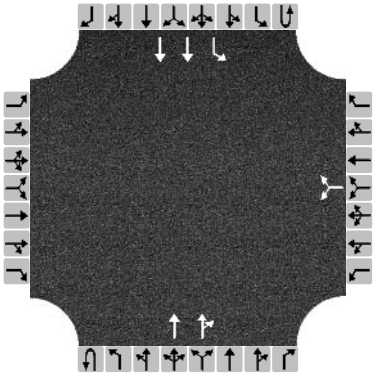
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	PROJECT DRIVWAY
North/South Street	VINELAND AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						4		9			1217	4		5	854	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							14							5		
Capacity, c (veh/h)							162							511		
v/c Ratio							0.09							0.01		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
Control Delay (s/veh)							29.3							12.1		
Level of Service, LOS							D							B		
Approach Delay (s/veh)						29.3								0.1		
Approach LOS						D										

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HCS 2010 Two-Way Stop-Control Report

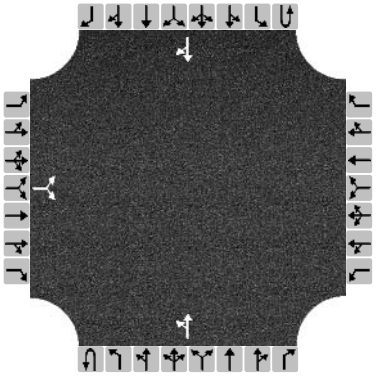
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	PROJECT DRIVWAY
North/South Street	CLEON AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		3						4	26				6	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4							4						
Capacity, c (veh/h)			995							1602						
v/c Ratio			0.00							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		8.6								0.9						
Approach LOS		A														

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HCS 2010 Two-Way Stop-Control Report

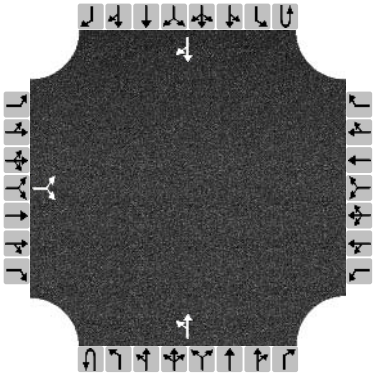
General Information

Analyst	LF
Agency/Co.	OVERLAND TRAFFIC
Date Performed	7/3/2020
Analysis Year	2023
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	5444 VINELAND

Site Information

Intersection	FUTURE WITH PROJECT
Jurisdiction	NORTH HOLLYWOOD
East/West Street	PROJECT DRIVWAY
North/South Street	CLEON AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		3		10						3	31				5	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							3						
Capacity, c (veh/h)			1001							1606						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		8.6								0.6						
Approach LOS		A														

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APPENDIX I

Tribal Notification Letters

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
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City of Los Angeles

CALIFORNIA

ERIC GARCETTI
MAYOR

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

VINCENT P. BERTONI, AICP
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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

October 8, 2020

Jairo F. Avila, M.A., RPA.
Tribal Historic and Cultural Preserva
Fernandeño Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, California 91340

RE: AB 52 Completion of Consultation
5444-5458 N. Vineland Ave, 5437-5451 N. Cleon Ave, North Hollywood (Case No. ENV-2020-7321-MND)("Proposed Project")

Dear Mr. Jairo F. Avila:

The purpose of this correspondence is to briefly summarize our combined efforts to engage in a meaningful and good faith consultation regarding the above named project's potential impacts to tribal cultural resources and to document the conclusion of the tribal consultation process, pursuant to Public Resources Code, section 21080.3.2. The following provides a brief summary of the history of tribal consultation regarding this project:

On June 19, 2020, the City mailed a project notification letter to the Fernandeño Tataviam Band of Mission Indians (Tribe). On June 30, 2020, the City received the Tribe's request for tribal consultation and request for Project Design / Excavation Plans, a Geotechnical Report, and Cultural Resource Assessment Report. On July 10, 2020 and August 10, 2020 the requested reports were provided to the Tribe.

The tribal consultation process commenced on September 1, 2020 with a conference call between representatives of the Department of City Planning and the Tribe. Prior to the discussion, both the City and Tribe agreed that consultation for the 5444 North Vineland Avenue Project could begin during this conference call.

During the conference call consultation, we discussed the receipt of the Tribe's request for consultation and the general project information including proposed excavation activities, and existing soil conditions. The City shared that an archeological monitor would be on site pursuant to mitigation measure. The Tribe stated that an archeological monitor would be sufficient, and that the Fernandeño Tataviam Band of Mission Indians would not be requesting a tribal monitor but would like to be kept informed of any on-site discoveries. The Tribe stated they would be emailing recommended mitigation measure language.

On September 4, 2020, the Tribe provided its recommended mitigation measure language and requested to be informed of the final mitigation measure language.

On October 8, 2020, the City notified the Tribe of the City's intent to conclude consultation and require a mitigation measure for monitoring. City's intent is to require an archeological monitor based on evidence provided in the Cultural Resources Assessment prepared by the project applicant as well as tribal monitor based on evidence provided by another tribe, the Gabrieleno Band of Mission Indians – Kizh Nation.

This notice serves to inform the Tribe of conclusion of consultation. The City will release the Mitigated Negative Declaration (MND) for this project. The release of the MND will commence a 20 day period during which interested parties and agencies, such as the Tribe, may submit written comments on the adequacy of the MND.

The conclusion of consultation does not foreclose the ability of the City or Tribe to continue discussions about the Project. In the meantime please do not hesitate to contact me if you wish to share any additional information, comments, or concerns.

Respectfully,

Renata Ooms
City Planning Associate
Department of City Planning – Expedited Processing Section

Attachments**:** Tribal Cultural Resource Mitigation Measure

Tribal Cultural Resources Mitigation Measure:

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians - Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to

mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

DEPARTMENT OF CITY PLANNING

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(213) 978-1300

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VACANT
DEPUTY DIRECTOR

October 8, 2020

Andrew Salas
Tribal Chariman
Gabrieleño Band of Mission Indians – Kizh Nation
PO Box 393
Covina, CA 91723

RE: AB 52 Completion of Consultation
5444-5458 N. Vineland Ave, 5437-5451 N. Cleon Ave, North Hollywood (Case No. ENV-2020-7321-MND)("Proposed Project")

Dear Chairman Salas:

The purpose of this correspondence is to briefly summarize our combined efforts to engage in a meaningful and good faith consultation regarding the above named project's potential impacts to tribal cultural resources and to document the conclusion of the tribal consultation process, pursuant to Public Resources Code, section 21080.3.2. The following provides a brief summary of the history of tribal consultation regarding this project:

On June 19, 2020, the City mailed a project notification letter to the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). On July 1, 2020, the City received the Tribe's request for tribal consultation. The City emailed the Tribal on July 1, 2020 requesting a date and time to initiate the AB 52 consultation for the Proposed Project.

The tribal consultation process commenced on August 19, 2020 at 11:00 am with a conference call between representatives of the Department of City Planning and the Tribe. Prior to the discussion, both the City and Tribe agreed that consultation for the 5444 North Vineland Avenue Project could begin during this conference call.

During the conference call consultation, we discussed the receipt of the Tribe's request for consultation and the general project information including proposed excavation activities, and existing soil conditions. Additionally, the Tribe stated that the project site is located in a sensitive area and within the vicinity of past village locations and trading routes, and the Tribe requested that a monitor be continuously on site for grading activities during Project construction. The Tribe stated they would be emailing evidence and recommended mitigation measure language.

On September 18, 2020, the Tribe submitted text citations, maps, and other documents providing evidence related to resources in the vicinity of the Project Site. The Tribe requested the evidence remain confidential and thus the evidence will not be published in the City's environmental document. The tribe also provided its recommended mitigation measure language.

On October 5, 2020, the City notified the Tribe of the City's intent to require a Tribal Cultural Resource mitigation measure based on the evidence provided by the Tribe. The City provided the Tribe

with the mitigation language that would be used and asked the Tribe if this language sufficiently addressed concerns raised. The Tribe did not reply.

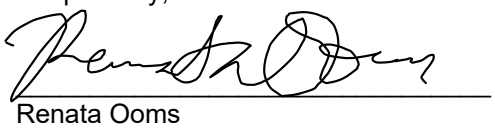
On October 8, 2020, the City notified the Tribe of the City's intent to conclude consultation and require a mitigation measure for monitoring.

A review of the information provided found substantial evidence of that Tribal Cultural Resources exist within the project vicinity and thus could also be located within the previously undisturbed soils of the project site. Staff concluded that monitoring for Tribal Cultural Resources would be required to avoid potential adverse impacts.

This notice serves to inform the Tribe of conclusion of consultation. The City will release the Mitigated Negative Declaration (MND) for this project. The release of the MND will commence a 20 day period during which interested parties and agencies, such as the Tribe, may submit written comments on the adequacy of the MND.

The conclusion of consultation does not foreclose the ability of the City or Tribe to continue discussions about the Project. In the meantime please do not hesitate to contact me if you wish to share any additional information, comments, or concerns.

Respectfully,



Renata Ooms
City Planning Associate
Department of City Planning – Expedited Processing Section

Attachments**:** Tribal Cultural Resource Mitigation Measure

Tribal Cultural Resources Mitigation Measure:

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians - Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to

mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

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7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

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LISA M. WEBBER, AICP
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June 19, 2020

Fernandeño Tataviam Band of Mission Indians
Rudy Ortega, Tribal President
1019 Second Street, Ste. 1
San Fernando, CA 91340

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

Soboba Band of Luiseño Indians
Scott Cozart, Chairperson
P.O. Box 487
San Jacinto, CA 92581

Fernandeño Tataviam Band of Mission Indians
Jairo Avila, Tribal Historic & Cultural Preservation Officer
1019 Second Street, Ste. 1
San Fernando, CA 91340

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Gabrielino-Tongva Tribe
Attn: Charles Alvarez
23454 Vanowen Street
West Hills, CA 91307

Torres Martinez Desert Cahuilla Indians
Thomas Tortez, Chairperson
P.O. Box 1160
Thermal, CA 92274

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

RE: 5444-5458 N. Vineland Avenue, 5437-5451 N. Cleon Avenue
North Hollywood – Valley Village
CASE NO.: CPC-2020-7320-ZC-CU-SPR, ENV-2020-7321-EAF

Dear Tribal Representative:

In conformance with the tribal consultation requirements of Assembly Bill (AB) 52, this letter is to inform you that the Los Angeles Department of City Planning is reviewing the proposed project described below. Per AB 52, the tribe has the right to consult on a proposed public or private project prior to the

release of a negative declaration, mitigated negative declaration or environmental impact report. The project description is as follows:

> The project involves the demolition of a one story building and a surface parking lot for the construction, use, and maintenance of a 135,000 square foot mixed use facility with self-storage with artist studio uses. The proposed building will be 45 feet in height with four stories above grade and one story below grade in a basement level. The project will involve grading. Approximately **12,500 cubic yards** of dirt will be disturbed and exported from the site.

You have 30 calendar days from receipt of this letter to notify us in writing that you want to consult on this project. Please provide the lead contact person's contact information. Please mail your request to:

Renata Ooms
Los Angeles Department of City Planning
Expedite Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

213-978-1222
Renata.ooms@lacity.org

Sincerely,

Renata Ooms
City Planning Associate

MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) Section 21081.6 requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."[1] This Mitigation Monitoring Program (MMP) is prepared to monitor implementation of the project mitigation measures in compliance with the requirements of the California Environmental Quality Act (CEQA) Statute, PRC Section 21081.6, and Guidelines, Section 15097. The City of Los Angeles is the Lead Agency under CEQA for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the project. The MND identified project design features, regulatory compliance measures, or mitigation measures to avoid or to reduce potentially significant impacts to less than significant. As the Lead Agency, the City of Los Angeles is responsible for reviewing and approving the MMP as part of the approval process and prior to adoption of the MND. The purpose of this MMP is to:

- Verify compliance with the required mitigation measures of the MND;
- Provide a methodology to document implementation of mitigation measures;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Use existing agency review processes' wherever feasible.

Unless noted otherwise, the Applicant is responsible for implementing the mitigation measures and providing documentation concerning implementation to the appropriate monitoring and enforcement agency as identified in this MMP. The departments listed are within the City of Los Angeles, unless noted otherwise. Each mitigation measure is categorized by impact area in the Initial Study and identifies the following:

Enforcement Agency – agency with the power to enforce the mitigation measure.

Monitoring Agency – agency to which reports involving feasibility, compliance, and implementation are made, or physically monitors the project for compliance.

Monitoring Phase – phase during which the mitigation measure shall be monitored. Monitoring phases consist of:

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[1] *CEQA Guidelines* Section 15097, Mitigation Monitoring or Reporting, provides additional direction on preparing a Mitigation Monitoring Program to ensure that mitigation measures are implemented.

- Pre-Construction, including design
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – frequency of which the mitigation measure shall be monitored.

Action Indicating Compliance – action by which an enforcement or monitoring agency indicates a mitigation measure has been implemented for compliance.

This MMP shall be in place throughout all phases of the project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies for compliance with the required mitigation measure.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or a successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

In compliance with the requirements of the CEQA Statute, PRC Section 21081.6, and Guidelines, Section 15097, the project shall implement the following mitigation measures.

Mitigation Measures

Cultural Resources

5-1 Archaeological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present cultural resources, an archaeological monitor that meets the Secretary of Interior's professional qualification standards shall monitor asphalt removal, above ground structure removal, and ground-disturbing activities from surface to bedrock. The purpose of having an archaeologist on site is to assess if any significant cultural resources are encountered during ground-disturbing activities. If such features are identified, then the "discovery" protocol will be followed.

The archaeological monitor shall collect any diagnostic historic material uncovered through grading within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the "discovery" protocol shall be followed.

A final Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring the demolition and ground-disturbing activities on the Project Site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the final Monitoring Report.

All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials determined important shall be curated at an appropriate depository or returned to the Applicant or Project Proponent for public display. If important materials are found during monitoring, a Curation Plan may be required for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and any processing, analysis, and curation of all artifacts shall be the

responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

5-2 Archaeological Discovery Protocol

The following "discovery" protocol shall be followed if potentially significant intact deposits are encountered within an undisturbed context during ground-disturbing activities. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or ground-disturbing activities within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the Applicant or Project Proponent's Project Manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to site monitoring, based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery shall be the responsibility of the applicant, within the cost parameters outlined under the California Environmental Quality Act. All individual reports, including the final Monitoring Report, will be submitted to the South Central Coastal Information Center at the conclusion of the Project.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

5-3 Inadvertent Discovery of Human Remains

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Geology and Soils

7-2 Paleontological Monitoring

To reduce the impact of ground-disturbing activities on any potentially present paleontological resources, a qualified paleontological monitor shall monitor ground-disturbing activities that directly impact bedrock. The paleontological monitor shall collect any fossil material uncovered through grading that is found within a disturbed context, and

shall halt construction within 50-feet of a potentially significant fossil resource as necessary. Fossils collected from a disturbed context, or fossils that do not warrant additional assessment, can be collected without the need to halt grading.

If fossils are encountered that cannot be removed during grading and that the monitor believes need further assessment, then the following "discovery" protocol shall be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery may be described in the monitor's daily log and final Monitoring Report.

Discovery Protocol: All fossils recovered that may be of importance to California paleontology shall be cleaned, analyzed, and described within a final Monitoring Report. All materials shall be curated at the Natural History Museum of Los Angeles County or placed on public display by the owner. If important fossils are found during monitoring, the monitor shall prepare a Curation Plan for review by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the Applicant.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety, Los Angeles Department of City Planning

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Hazards and Hazardous Materials

9-1 Data Gap Investigation

To mitigate the release of lead and arsenic in the shallow soils on the Project Site, the Applicant shall retain a qualified consultant to investigate, delineate, and properly remediate soils to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department prior to issuance of any permit for demolition, grading, or construction.

Enforcement Agency: Site Mitigation Unit of the Los Angeles County Fire Department

Monitoring Agency: Site Mitigation Unit of the Los Angeles County Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of a permit for demolition, grading, or construction

Action Indicating Compliance: Issuance of a permit for demolition, grading, or construction

9-2 Vapor Intrusion Mitigation System

To mitigate potential vapor intrusion from tetrachloroethene (PCE) in soil vapor and methane at the Project Site, the Applicant shall install a Vapor Intrusion Mitigation System (VIMS) beneath the foundation of the proposed building. The Applicant shall submit design documents for the VIMS to the written satisfaction of the Site Mitigation Unit of the Los Angeles County Fire Department and the Department of Building and Safety prior to issuance of any permit for demolition, grading, or construction. The VIMS shall be designed in conformance with standard engineering principles and practices.

The Applicant shall retain a qualified engineer to independently analyze methane hazards as defined in Ordinance No. 175,790 and Section 91.7102 of the Los Angeles Municipal Code. As necessary depending on site conditions, the engineer shall investigate and design a methane mitigation system in compliance with the Methane Mitigation Standards for the appropriate Site Design Level to prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations for review and approval by the Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, and City of Los Angeles Fire Department.

Enforcement Agency: Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, City of Los Angeles Fire Department

Monitoring Agency: Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, City of Los Angeles Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: At plan check and prior to issuance of a permit for demolition, grading, or construction

Action Indicating Compliance: Approval of design recommendations and issuance of a permit for demolition, grading, or construction and

Noise

13-1 Increased Vibration Levels (Construction Activities)

To reduce the impact of groundborne vibration and noise annoyance potential from a bulldozer operating less than 15 feet from the recording studio nearest the southern Project Site boundary, the Applicant shall implement one or more of the following options:

- Provide a minimum 15-foot setback of bulldozer activity from the recording studio adjacent to the southern Project Site boundary,
- Substitute equipment with lower groundborne vibration generation potential. This measure would reduce vibration at the adjacent recording studio to a level that would not exceed the human annoyance criterion for high sensitivity land uses,
- Give prior notification to the recording studio to avoid or minimize the interference of Project construction on existing business operations. This measure would reduce activity interference at the recording studio by allowing for the rescheduling of vibration-intensive construction activities (i.e. bulldozer operation within 15-feet of the building) or recording, thereby reducing or eliminating co-occurrence of the sensitive activity with the potential exceedance of vibration criteria.
- If the 15-foot bulldozer setback is not technically feasible, vibrations should be monitored and recorded with seismographs during bulldozer activity within the 15 foot buffer to detect the magnitude of vibration and oscillation experienced by adjacent structures. If the vibration levels at the recording studio exceed 65 VdB (equivalent to approximately 0.007 PPV in/sec), the construction contractor shall modify the procedure to reduce the values to acceptable levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction, Construction

Monitoring Frequency: At plan check, ongoing during field inspection

Action Indicating Compliance: Issuance of Grading Permit, Issuance of Certificate of Occupancy or Use of Land

Transportation and Traffic

17-1 Transportation Demand Management (TDM) strategies

To reduce the transportation impact of the Project, the Applicant or Project Proponent shall implement the following Transportation Demand Management (TDM) strategies:

Transit – The Applicant or Project Proponent shall proactively offer 40 percent of employees a transit subsidy of $2.98 per passenger per day at least once annually for a

minimum of five years.

Education and Encouragement – On an ongoing basis, the Applicant or Project Proponent shall provide all employees with marketing and promotional tools to educate and inform drivers about site-specific transportation options and the effects of their travel choices.

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: LADOT

Monitoring Phase: Operation (Post-construction)

Monitoring Frequency: Ongoing

Action Indicating Compliance: Payment of transit subsidies and provision of educational materials

Tribal Cultural Resources

18-1 Inadvertent Discovery of Tribal Cultural Resources

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians - Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological

monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not

require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety, All California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project

Monitoring Phase: Pre-construction, grading, construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Project Design Features

In addition to the required mitigation measures, the project also includes project design features that prevent any significant impacts from occurring through design. These project design features are included below and are conditions of the project that must be monitored and enforced as if they were mitigation measures. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

Transportation and Traffic

PDF-1 Construction Traffic Management Program

A Construction Traffic Management Program, including but not limited to, lane closure or modification information, hauling, staging, and temporary access and parking plans, as necessary, shall be prepared by the Project construction contractor and submitted to the City for review and approval. The Construction Traffic Management Program shall convey the specific actions of the construction process, with focus on the activities that may potentially affect off-site rights-of-way. The Construction Traffic Management Program shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Construction vehicle and equipment parking or staging on surrounding public streets shall be minimized to the extent feasible.
- Temporary vehicular traffic controls (such as signage and/or flag persons) during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways shall be implemented.
- Safety precautions for pedestrians and bicyclists, through such measures as signage and protection barriers, shall be implemented, as appropriate.
- Construction-related activities (such as deliveries and/or hauling) shall be scheduled to occur outside the commuter peak hours.
- To avoid structural damage related to construction period vibration, loaded trucks shall be prohibited from operating within 15 feet of off-site structures.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval