#### OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date:

June 18, 2013

CAO File No.

0153-06055-0000

Council File No. 13-0532

12-1675

Council District: 1

To:

The Council

From:

Miguel A. Santana, City Administrative Officer,

Reference:

Transmittal from the Department of General Services dated June 7, 2013;

ordinances received by this Office on June 11, 2013

Subject:

DIRECT SALE OF A PARCEL LOCATED AT 2210-2214 SAN FERNANDO

ROAD TO GLENDALE KIA

#### **SUMMARY**

The Department of General Services (GSD) has implemented a program to sell all City-owned surplus property no longer needed for City operations to generate additional revenue for the City. At its meeting of June 4, 2013, the Council adopted a (Reyes / Rosendahl, C.F 13-0532) motion relative to declaring City-owned property located at 2210-2214 San Fernando Road as surplus and directing GSD to initiate the surplus property process.

In 1998, the City was faced with the El Nino storm. The storm caused heavy inflow/infiltration into the sewer system that resulted in overflows and spills onto City streets. As a result, the Regional Water Quality Control Board issued a Cease and Desist Order to the City to complete specific sewer improvements to prevent future spills. On September 21, 2001, the Bureau of Sanitation purchased the property to implement the North East Interceptor Sewer Project (Project) using funds from the Sewer Capital Fund.

GSD proposes a sale of a portion of City-owned property located at 2210-2214 San Fernando Road (Surplus Property) in Council District 1 to the CA Auto Mart Group Inc. dba Glendale KIA (Buyer) car dealership in the amount of \$427,000. The proposed sale is for that portion of a parcel no longer needed for the Project currently an asphalt paved area used for parking and displays for the adjacent automobile sales. The Buyer proposes to develop the vacant land to expand its showroom and car storage area.

In compliance with Government Code Section 54220, prior to the direct sale of City-owned surplus property, the City must first offer the surplus land to various agencies for public use. In a letter dated January 14, 2013, the Asset Management Division of GSD released a correspondence to several agencies regarding the proposed sale of the Surplus Property.

GSD reports that there were no objections from the proposed sale from City departments or any other public agency.

In a letter dated May 6, 2013, the Bureau of Engineering (BOE) responded to GSDs request to review the sale for any required reservation for easements or right-of-ways. BOE reports that the Surplus Property is near the San Fernando Road which is a major highway that requires a dedication for a right-of-way. However, the proposed sale is for a small portion of the existing City-owned property which allows for sufficient dedication of a right-of-way. In the event that the remainder of the City property is sold, dedication shall be required to reflect the recent street widening on the approach to the school district site.

In a letter dated May 6, 2013, the Environmental Management Group of BOE, responded to a request for environmental clearances and reported that the sale of the Surplus Property is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to City CEQA Guidelines Article III, Section 1, Class 12, in that the proposed sale consists of surplus government property. Further, the property is not located in an area of statewide interest or potential area of critical concern as noted in the California State Guidelines Section 15312.

Pursuant to Los Angeles Administrative Code (LAAC) Section 7.22 (c), the City Planning Department (Planning) must review the proposed sale as to the effects of the sale and that the property is no longer required for City use. In a letter dated May 15, 2013, the Planning Department reports that a specific nature of land use following the sale of the property was not disclosed. Planning reports that there are use restrictions related to automotive uses, and that any development of the property must be found to be in compliance with the Development Standards and Design Guidelines of the Cypress Park / Glassell Park Community Design Overlay. GSD must ensure that the Buyer is provided information on these use restrictions and guidelines prior to the sale of the Surplus Property.

Pursuant to LAAC Section 7.22 (d), the City Administrative Officer reviewed the proposed direct sale and recommends approval of the sale and the attached ordinances prepared by GSD, which state the terms and conditions, legal description and recommendations for reservations and/or easements that should be retained by the City, approved by the City Attorney as to form and legality. Additional discussion is included in the Findings section of this report.

To the best of our knowledge, the proposed sale is in accordance with Charter Section 385 Sale of Property, and the LAAC Section 7.22 Recommendations Required of City Departments and 7.27 Private Sale, and California Government Code Section 54220 Surplus Land, which establish the basic guidelines for the sale of City-owned surplus property.

#### RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

- 3
- Determine that the parcel proposed for sale located at 2210 2214 San Fernando Road is no longer required for City use and that the public interest is best served by the direct sale of the property;
- Adopt the attached ordinances relative to the sale of the property, without notice of sale or advertisement of bids, to CA Auto Mart Group, Inc., dba Glendale Kia for the sale price of \$427,000;
- 3. Request the City Attorney to prepare the purchase and sale agreement based on the terms specified in the ordinances for the sale of the surplus property;
- 4. Instruct the Department of General Services to disclose the use restrictions and Development Standards and Design Guidelines of the Cypress Park / Glassell Park Community Design Overlay to the Buyer prior to the sale of the property, as recommended by the City Planning Department; and,
- 5. Instruct the Department of General Services to complete the transactions outlined in the ordinance, and process the necessary documentation to execute the sale and deposit the proceeds into the appropriate accounts, as directed by the Los Angeles Administrative Code and as approved to form by the City Attorney.

#### FISCAL IMPACT STATEMENT

The proposed sale is for City-owned surplus property located at 2210-2214 San Fernando Road in Council District 1 to CA Auto Mart Group Inc., dba Glendale Kia for a total purchase price of \$427,000. Funds from the sale will be deposited into the Sewer Capital Fund 761. The proposed transaction is in accordance with Charter Section 385 Sale of Property, Los Angeles Administrative Code Section 7.22 and 7.27 and California Government Code Section 54220, Title 5 Local Agencies, Division 2, Article 8 Surplus Land, which establish the basic guidelines for the sale of City-owned surplus property. There is no additional impact to the General Fund.

#### **FINDINGS**

#### 1. Background

In September 2001, the City purchased the property from the Baldwin Family Trust to develop the North East Interceptor Sewer Project (Project) in the amount of \$1,162,678 using Sewer Construction Maintenance Funds. This was a result of the Regional Water Quality Control Board Cease and Desist Order issued to the City to complete specific sewer improvements to prevent future spills.

Prior to the Project, the property was used for multiple industrial businesses and noted as having hazardous substances beneath the surface. The City was aware of this concern during the time of purchase.

The City proposes to sell a portion of City-owned property to CA Auto Mart Group, Inc., dba Glendale Kia (Buyer) to expand its showroom and car storage area. The City currently has a lease agreement with the Buyer for \$9,721 a month which is set to expire on August 1, 2015.

The Surplus Property is currently undergoing an active soil and gas remediation project expected to continue until September 2013. The Buyer is aware of the contamination and ongoing remediation at the site. The City Attorney notes that as part of the sale, the Buyer will be responsible for continuing to remediate the soil at no cost to the City.

A number of site investigations have been conducted on this property. The City has taken steps to clean-up the property by installing soil vapor extraction and vapor monitoring wells. In June 2009, the California Regional Water Quality Control Board submitted a report to the City confirming the completion of a site investigation and corrective action for the removal of two leaking underground storage tanks. The case has been closed. Further, the soil was removed to a depth of approximately 10-feet below ground surface, followed by backfilling with sand/cement, resulting in the physical removal of the vast majority of impacted soil in this area.

In a report dated July 11, 2012 from Brown and Caldwell (Consultant), an environmental consulting firm, a site investigation of the property was noted with several findings. Numerous volatile organic compounds were detected in the soil samples. The Consultant's assessment noted that the potential source of the contaminated soil is likely from a service station on the northeast side of San Fernando Road.

In compliance with California Government Code Section 54222, the Asset Management Division of GSD released a correspondence to several agencies regarding the proposed sale of the Surplus Property. This Office received copies of notices released to the following agencies from GSD dated January 14, 2013:

- Housing Authority of the City of Los Angeles;
- Los Angeles Housing Department;

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- Los Angeles Community Development Department: Response received with no objections to the sale, dated January 24, 2013;
- Los Angeles River Revitalization Corporation;
- Los Angeles Department of Recreation and Parks;
- Los Angeles County Metropolitan Transportation Authority;
- Los Angeles Department of Transportation;
- Los Angeles Unified School District;
- California State Resources Agency;
- Santa Monica Mountains Conservancy;
- · Chief Executive Office of Los Angeles County;
- Los Angeles City Employees Retirement System: Response received with no objections to the sale, dated January 24, 2013; and,
- Fire and Police Pensions: Response received with no objections to the sale, dated January 25, 2013.

In accordance with Los Angeles Administrative Code (LAAC) Section 7.22, Recommendations Required of City Departments, before the Council can determine that real property proposed for sale is no longer required for the use of the City and that the public interest or necessity require its sale, the proposed sale must be reviewed by the following departments:

- LAAC 7.22 (a), the Department of General Services shall appraise the property at its fair market value and recommend a minimum sale price. In an appraisal report conducted by Eichel Inc., with an effective appraisal date of August 8, 2012, the market value of the small parcel is \$427,000.
- LAAC 7.22 (b), the Bureau of Engineering (BOE) shall approve the legal description of the real property and recommend the reservation or exception of such portions or easements or right-of-way that should be retained by the City. In a letter dated May 6, 2013, BOE reviewed the sale for any required reservation for easements or right-of-way. BOE reports that the Surplus Property is near a major highway that requires a dedication for a right-of-way. However, the proposed sale is for a small portion of existing City-owned property. In the event that the remainder of the City property is sold, dedication shall be required to reflect the recent street widening on the approach to the school district site.
- LAAC 7.22 (c), the City Planning Department shall consider the proposed sale in relation to, and its effects upon, plans prepared by the Department and verify from City departments that the property proposed for sale is not required for City use. In a letter dated April 25, 2013, GSD forwarded the proposed sale to the City Planning Department (Planning), pursuant to Administrative Code Section 7.22 c, "The Planning Department shall consider the proposed sale in relation to, and its effects upon, plans prepared by the Department and shall verify, in writing, from the appropriate City departments that the property proposed for sale is not required for City use.

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Planning responded to GSD in a letter dated May 15, 2013. Planning reports that GSD did not disclose the specific nature of land use that will transpire following the sale. Therefore, the Buyer must be made aware of the automotive use restrictions and the Development Standards and Design Guidelines of the Cypress Park / Glassell Park Community Design Overlay. Planning reports that the property is zoned [Q]M1-1-CDO. A copy of the zoning requirements are provided by Planning and include the following restrictions:

- 1. Automobile and Trailer Sales, Automotive repair, Automotive Exhaust Test Station, Automobile Storage Area;
- 2. Automobile Dismantling Yard, Auto Wreckage, and Auto Salvage uses;
- 3. Drive-through establishments, Commercial Shipping, Electronic Message Display Signs, and a Lumber Store or Lumber Yard.
- LAAC 7.22 (d), the City Administrative Officer shall review the proposed direct sale and recommend to the Council upon its propriety. This Office has reviewed the proposed sale and determined that the property is no longer used by the City and the sale of such property would benefit the City by the sale proceeds. Further, the City will no longer be liable for any hazardous substance repair costs associated with the property.

#### 2. Public Interest and Benefits to the City

In accordance with LAAC 7.27 the Council, may determine that the sale of City-owned property is in the public interest or necessity. In this event, the Council may, by ordinance with two-thirds vote, authorize the sale of City-owned property, without notice of sale or advertisement for bids, upon review and recommendation by the City Administrative Officer. GSD reports that the sale of the proposed properties is in the best interest of the City because the City has no immediate or future plans for improving the property. The community will be better served from a private development with the expansion of the business and job development. The walkway improvements will provide a clear defined pedestrian walkway. The sale of the property would relieve the City of any costs associated with unnecessary real property ownership and costs associated with the cleanup of hazardous substances.

#### 3. Terms of Sale

The following are terms included, but not limited to, the sale as described in the Ordinance:

- The sale price is \$427,000, which is the agreed upon price between the City and the CA Auto Mart Group, Inc., dba Glendale Kia;
- The property will be sold in "As Is" condition and purchaser, without any warranty as to fitness for use, fitness for particular use, or condition of the property, and that the City has no obligation to correct any condition of the property; whether known before or after the date of the sale;

 Subject to covenants, conditions, restrictions, encroachments, reservations, easements, rights and rights-of-way of record or which are apparent from a visual inspection of the real property and excepting and reserving to the City any interest in the fee to the adjacent streets which would otherwise pass with the conveyance of the described parcel of land.

#### 4. Property Description

The Surplus Property is approximately 7,765 square feet of an asphalt paved area. The property to be sold is located at 2210, 2212, and 2214 San Fernando Road, APN 5457-001-902 located in the Cypress Park / Glassell Park area. The Surplus Property is zoned as Manufacturing [Q]M1-1-CDO and is located in the Northeast Los Angeles Community Plan in Council District 1.

Delilah Puche, Administrative Analyst

APPROVED

Assistant City Administrative Officer

MAS:DP:08130203c

**Attachments** 

<b>ORDINANCE</b>	NO:	

An Ordinance authorizing and providing for the sale of certain City-owned real property which is no longer required for use by the City, and the public interest or necessity requires the sale thereof without the necessity of calling to bids, to CA Auto Mart Group, Inc., dba Glendale Kia, for the sum of FOUR HUNDRED, TWENTY-SEVEN THOUSAND DOLLARS (\$427,000).

#### THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The Council of the City of Los Angeles hereby finds and determines that certain real property owned by the City of Los Angeles, and located at the address and/or location set forth hereinafter, is no longer required for the use of the City and that the public interest and necessity require the sale. It is hereby ordered that such real property be sold, pursuant to certain conditions hereinafter set forth and without notice of sale or advertisement for bids to CA Auto Mart Group, Inc., dba Glendale Kia, for the sum of FOUR HUNDRED, TWENTY-SEVEN THOUSAND DOLLARS (\$427,000) in accordance with the provisions of Section 385 of the City Charter and Division 7, Chapter 1, Article 4 of the Los Angeles Administrative Code.

#### Location:

2210-2214 San Fernando Road, Los Angeles, (APN: 5157-001-902) Portion

#### Legal Description:

Refer to Exhibit "A" attached hereto and by this reference incorporated herein.

EXCEPTING AND RESERVING unto the City of Los Angeles, all oil, gas, water and mineral rights now vested in the City of Los Angeles without, however, the right to use the surface of said land or any portion thereof to a depth of 500 feet below the surface, for the extraction of such oil, gas, water and minerals.

RESERVING unto the City of Los Angeles and its designated representatives, an easement for access to the real property described in the Legal Description Exhibit "A" for maintenance, monitoring and sampling of existing soil vapor extraction and groundwater monitoring wells.

SUBJECT TO covenants, conditions, restrictions, encroachments, reservations, easements, rights and rights-of-way of record or which are apparent from a visual inspection of the real property and excepting and reserving to the City of Los Angeles any interest in the fee to the adjacent streets which would otherwise pass with the conveyance of the above described parcel of land.

ALSO SUBJECT TO sale in "AS IS" condition and purchaser purchasing the Cityowned property, by such act, expressly agreeing to purchase the property in an "As Is" condition and without any warranty as to fitness for use, fitness for a particular use, or condition of the property, and that the City has no obligation to correct any condition of the property, whether known before or after the date of the sale.

- Sec. 2. The Mayor of the City of Los Angeles in the name of and on behalf of said City is hereby authorized and directed to execute a Grant Deed to the said real property described in Section 1 of this Ordinance to CA Auto Mart Group, Inc., dba Glendale Kia, the City Clerk of said City is hereby authorized and directed to attest thereto and to affix the City Seal.
- Sec. 3. The Department of General Services, Real Estate Services Division, is authorized to open escrow, deliver deeds, and process and execute all necessary documents to effectuate this sale, and the Chief Accounting Employee of the Department of General Services is authorized to deposit the proceeds, over and above the expenses of sale, into the Sewer Capital Fund No. 761, Revenue Source Code 5141. The purchaser, CA Auto Mart Group, Inc., dba Glendale Kia, shall pay escrow and incidental costs associated with this property purchase transaction including, but not limited to, recording fees, documentary transfer fees, title insurance fees, escrow fees, and personal property taxes where applicable, and any other real estate transaction taxes. Purchaser, at his own expense, may obtain any desired survey of the property.
- Sec. 4. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

	was passed by the Council of the City of wo-thirds of all of its members, at its meeting
	JUNE LAGMAY, City Clerk
	By
Approved	Deputy
	Mayor
Approved as to Form and Legality	
CARMEN A. TRUTANICH, City Attorney	
By MANCY E. WAX Deputy City Attorney III	
Date JUL 18, 2013	
File No. <u>CF 12-1675 &amp; CF 13-0532</u>	

#### **EXHIBIT "A"**

#### LEGAL DESCRIPTION:

Lot 23 and that portion of Lot 24 of Salzgeber Home Tract No. 2, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 10, Page 193 of Maps, in the office of the County Recorder of said County, together with that portion of the Rancho San Rafael, said land being described as a whole as follows:

Beginning at the northerly corner of said Lot 23 also being a point on the westerly line of San Fernando Road, 60.00 feet wide, as shown on said Salzgeber Home Tract No. 2; thence along said westerly line South 26° 45' East 60.00 feet; thence parallel with the northwesterly line of said Lot 23, South 57° 39' West to the easterly line of the Southern Pacific Railroad Right-of-Way (100.00 feet wide) as shown on said Salzgeber Home Tract No. 2; thence along said easterly line North 34° 06' West to the southwesterly prolongation of said northwesterly line of said Lot 23; thence along said southwesterly prolongation and along said northwesterly line North 57° 39' East to the point of beginning.

Containing 7,765 square feet more or less, as calculated from said Salzgeber Home Tract No. 2.

**Reserving** therefrom unto the City of Los Angeles, for Public Street and utility easement purposes the northeasterly 22.00 feet

**Together** with all rights, title and interest of the Grantors in and to the street areas adjoining said land.

Subject To Covenants, conditions, restrictions, exceptions, reservations, easements, rights and right of way of record

Reference is hereby made to EXHIBIT MAP attached hereto for the forgoing descriptions and made a part of.

E102 80 YAM

SALZGEBERNO.2  SALZGEBERNO.2  AREA = 77	02212 22	
P. 10	NB 10-193 NB 25 02200	
SOUTHERM PARCHIC PARKET OF SOST 3-20023 AND LA CHARLES ASSO & SOST 3-20023 AND LA CHARLES AND LA	,	
D.M150B213	EXHIBIT MAP	
T.G. <u>594 G3</u>	DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
C.D. 1	SURVEY DIVISION	
	Gary Lee Moore, P.E., City Engineer	

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#### CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

ONTY ADMINISTRATION 34

Date:

June 7, 2013

To:

Miguel A. Santana

City Administrative Officer

City Hall East, Room 1500, MS 130

Attention: Terry Sauer, Chief Administrative Analyst

From:

Tony M. Royster, General Manager

Department of General Services

Subject:

REVIEW OF PROPOSED SALE OF THE PROPERTY LOCATED

AT 2210-2214 SAN FERNANDO ROAD, LOS ANGELES, CA

90065, (APN: 5457-001-902) CD1

The General Services Department has undertaken a program to sell all surplus City-owned property in order to return it to the tax rolls as well as to generate revenue for the City. Most surplus property is sold at a public auction to the highest bidder. In some cases, as defined in Los Angeles Administrative Code (LAAC) Section 7.27, the "Council may determine that the public interest or necessity requires the sale, conveyance, or exchange of real property owned by the City or... of any City interest in the real property without notice of sale or advertisement for bids. In the event of such determination the Council may, by ordinance adopted by the vote of at least two-thirds of all of its members authorize the execution of such deed...or other instrument as may be necessary to effect such sale..."

Section 7.22 (d) of the LAAC also provides that "... the City Administrative Officer shall review the proposed direct sale and recommend to the Council upon its propriety."

The Real Estate Services Division (RESD) of this Department is currently processing a direct sale of the parcel located at 2210-2214 San Fernando Road, Los Angeles, CA 90065 a portion of (APN: 5457-001-902) ("Property") to CA Auto Mart Group, Inc., dba Glendale Kia. The proposed sale to the CA Auto Mart Group, Inc., dba Glendale Kia is in compliance with Government Code Section 54220.

This report is being processed by the request of Council District 1 to the CA Auto Mart Group, Inc., dba Glendale Kia. RESD has followed the Surplus Procedure to declare the Property surplus and hereby submitting the Property's surplus package to the City Administrative Officer's office for review and recommendation to the City Council for direct sale to the CA Auto Mart Group, Inc., dba Glendale Kia.

We have attached documentation, for your information, showing the necessary approvals obtained in processing the sale of this property in accordance with LAAC Sections 7.22 and 7.27. Should there be any question or additional information required, please contact James R. O'Camb, Real Estate Officer at extension 2-8545 or email james.ocamb@lacity.org.

Attachments

#### City Attorney Land Use/Real Property Received

MAY 1 7 2013

#### CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Assigned to: Kaplan □ Minor Langsfeld Wax CLS# 106076

DATE:

May 16, 2013

TO:

David Rolls Timothy McWilliams, Assistant City Attorney

Office of the City Attorney City Hall East, 7th Floor Attention: Laura Cadogan

FROM:

David Roberts, Property Manager I

Real Estate Services Division, Department of General Services

SUBJECT:

REQUEST FOR APPROVAL AS TO FORM AND LEGALITY - FOR THE

ORDINANCE FOR THE SALE OF PROPERTY LOCATED AT 2210-2214 SAN FERNANDO ROAD, LOS ANGELES, CA 90065 APN: 5457-001-902, CD1

Please review and approve as to form and legality the attached Ordinance for the property located at 2210-2214 San Fernando Road, Los Angeles, CA 90065, as approved by Council File No. 12-1675 for the sale of site to CA Auto Mart Group, Inc., dba Glendale Kia.

We appreciate your prompt review of the document. When approved and signed, please contact James R. O'Camb, Real Estate Officer at 213-922-8545 for pick up.

Attached: Ordinance 2210-2214SanFernandoRoad





#### City Hall • 200 N. Spring Street, Room • Los Angeles, CA 90012

May 15, 2013

TO:

**David Roberts** 

Department of General Services

ATTN: James O'Camb

FROM:

Craig Weber, Senior City Planne

SUBJECT: Proposed Sale of 2210 San Fernando Road

The Department of City Planning has reviewed the proposal regarding sale of 2210 San Fernando Road (alternately, 5457-001-902) to the Glendale Kia car dealership.

The subject property is zoned [Q]M1-1-CDO. While your referral to our Department does not disclose the specific nature of land use that will transpire following the sale of the subject property, we must disclose that there are use restrictions related to automotive uses (including, but not limited to car sales), and that any development of the subject property must be found to be in compliance with the Development Standards and Design Guidelines of the Cypress Park/Glassell Park Community Design Overlay (CDO). I have attached a copy of the use restrictions, as well as a copy of the CDO, and would advise that this information be disclosed to the proposed buyer.

Please contact me directly if you need any additional information.

ORDINANCE NO.	181062	
OLIDHACHIOM HOL	4+	

An ordinance amending Section .12.04 of the Los Angeles Municipal Code by amending the zoning map.

#### THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

To be considered as a pre-existing auto-related establishment, written documentation in the form of business ifcense and or certificate of occupancy showing continuous legally established operation and spacifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ortinance.

- Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area ထံ
- 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
- Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. œ
- 9. The following uses shall be prohibited: Automobile Dismaniling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
- The following uses shall be prohibited:
   Drive-through Establishments (Including, but not limited to fast food, coffee, drug stores and banks).
  - b. Commercial Shipping,
- c. Electronic Message Display Signs or other similar signs were content is displayed electronically, of Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
  e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a

- f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.
- i, Concrete Mixing, Concrete Product Manufacture,
- j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, I. Freight Yards or Terminals,
- m. Truck Yard and Overhauling,
  - n. Truck Rental Facilities.

#### [Q]M1-1-CDO

- The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Tire Shops Including Tire and Tube Repair and Refreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
- The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 1, 2.3 of the LAMC; Auto Wreckage and Auto Salvage uses, d
- The following uses shall be prohibited: o,
- a. Drive-through Establishments (Including, but not limited to fast food, coffee, drug stores and banks),
   b. Commercial Shipping,

- c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a

CYPRESS PARK & GLASSELL PARK [Q] CONDITIONS CPC-2008-3991-ZC

pre-existing status.

Pole and Pylon Signs,

Equine or Motorcycle sales,
 Recreational Vehicles Park.

Concrete Mixing, Concrete Product Manufacture,
 Recycling Materials Sorting Facilities,
 Scrap Metal Storage, Processing, Bailing or Collecting,
 Freight Yards or Terminals,
 Truck Yard and Overhauling,
 Truck Rental Facilities,

#### [Q] MR1-1-CDO တ်

- The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Traller Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Statlon; Battery Servicing.
- The following uses shall be prohibiled, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles. κí
- The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; The Shops including The and Tube Repair and Retreading; Automobile Repair, Automobile Laundries (self-served or non automated). These uses nay be allowed in continution with a facility that sells new automobiles provided that the use is fully contained within a building.
- The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed oursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
- Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specificatly stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. ισ
- Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area ø
- An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
- Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall compty with all applicable Design Guidelines and Development Standards of the CDO. co
- The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
- 10. The following uses shall be prohibited:
- a. Drive-through Establishments (Including, but not limited to fast food, coffee, drug stores and banks)

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# Design Guidelines and Development Standards Community Design Overay

Ordinance No. 180,561 Effective April 6, 2009 Section 1: Introduction & Overview

Section 2: Administration

Section 3: Definitions

Section 4: Commercial Projects

Section 5: Multi-family Projects Section 6: Single Family Projects

Section 7: Industrial Projects

# Plan Overview

projects within the District. The intent of the CDO is to provide guidance and direction in the design of new buildings and the exterior remodeling and restoration The Cypress Park & Glassell Park Community Design Overlay District (CDO) Plan provides guidelines and standards for public and private development of existing homes, buildings and storefronts that contribute to the area's revival as an attractive and vital business district and a walkable and desirable residential neighborhood. In addition it is the intent of the CDO to protect the culturally and historically significant architecture of the area. The Design Guidelines found within the Cypress Park & Glassell Park CDO exist as a framework to guide future projects within the District. The subsequent Development Standards set forth requirements that bring about compliance with portions of the Design Guidelines. These Guidelines and Standards bring about an overall pedestrian orientation and neighborhood beautification for the Cypress Park & Glassell Park District.

# Boundaries and Organization

map clearly delineating the District boundaries is included on page 3 of this Section. The CDO provides Design Guidelines and Development Standards for the four prevailing land use and building types within the District. These land use and building types are Commercial, Industrial, Multi-family and Single Family. The Cypress Park & Glassell Park CDO District encompasses the majority of those two communities which are roughly bounded by the Glendale City Limit to the north, the Los Angeles, River to the west, The Pasadena Freeway to the south and the Mount Washington hillside area and York Boulevard to the east.

Projects should comply with the Design Guidelines and Development Standards that are most applicable to the type of land use and building proposed. For instance a proposed apartment building should comply with the Multi-Family Structures Design Guidelines and Development Standards. Commercial uses that are proposed within a Commercial or C Zone or an Industrial or M Zone should comply with the Commercial Design Guidelines and Development Standards found in Section 4, which are specifically tailored for commercial building types. However, commercial or industrial uses along San Fernando Road should comply with the Industrial Design Guidelines and Development Standards found in Section 7, which are specifically tailored for industrial building types found along these streets.

# Site Planning

entrances can encourage pedestrian use and can minimize the potential for automobile and pedestrian conflicts. Site Planning also relates to how buildings and uses respond to the surrounding neighborhood context; a building with appropriate site Site Planning relates to how buildings and uses are placed on the site. The appropriate location of buildings and building planning will respond to the location of immediately surrounding buildings rather than function as an isolated site.

# **Building Design**

Building Design addresses the configuration of massing, volumes and openings on individual buildings. Thoughtfully designed buildings that adhere to the principals enumerated in this document will be of a scale and configuration that responds to the surrounding context and contributes to the overall appearance of a street or neighborhood. Building Design also addresses issues such as fenestration, roof configuration and façade articulation.

# Architectural Features

Features will address the type of window used, the surrounding sills and frames etc. Special attention should be paid to the type of architectural features that are used with respect to the surrounding context; for instance if the majority of buildings along a street utilize masonry facades, a new structure that utilizes little or no masonry may detract from the quality of the District. Furthermore, special attention should also be paid toward preserving and where possible, restoring existing a structure and a street. Whereas Building Design would relate to the number and pattern of window openings, Architectural Architectural features are individual adornments and specific details that begin to define the character and appearance of both architectural features on historic buildings.

#### Landscaping

amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Landscape Ordinance and its accompanying Guidelines are attached to this document as Appendix 1. The Design Guidelines and Development Standards found herein add to the City's existing Landscape Guidelines. Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any subsequent should first review landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with the CDO.

# Mechanical Features

large items such as HVAC equipment loading docks and wireless communication facilities. Mechanical Features also addresses security equipment such as retractable security grills, window bars and other anti-theft devices. Lastly, Mechanical Features addresses items such as trash and recycling enclosures. Because Mechanical Features are generally ancillary to the Mechanical Features relates to any mechanical apparatus related to the functioning of a building or site. This would include operation of a building or use, and because their appearance can often detract from the quality of the district as a whole, special attention should be paid to how such features are located and screened from public view.

#### Signage

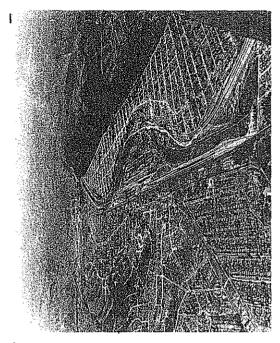
the Sign Ordinance; for instance the use of individually cut externally illuminated channel letters would comply with the Design Guidelines and Development Standards, though such a sign would still be subject to the square footage requirements found within the Sign Ordinance. To simplify the review process, applicants should first review proposed signs for All projects are required to comply with the City of Los Angeles Sign Ordinance found in Chapter 62 of the City Building Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with The Design Guidelines and Development Standards found herein add to the City's existing Sign Ordinance. compliance with the Sign Ordinance and should then review proposed signs for compliance with the CDO. Code.

# Section 1, Page 4

# Cypress Park & Glassell Park Overview

The Cypress Park community lies north of the Pasadena Freeway and generally south of Division Street between Mt. Washington and the Los Angeles River. The rail lines and major thoroughfares such as San Fernando Road and Figueroa Street, are traveled daily by commuters passing through the community. Cypress Park is the site of the largest railroad yard in the City, the largely-abandoned Taylor Yard which is home to the newly developed Rio de Los Angeles State Park adjacent to the site of the Los Angeles River Center. The past several years have seen a conversion of much of the community's forgotten industrial spaces into public amenities, though there continues to be a strong presence of industrial uses along San Fernando Road and neighboring streets. The Cypress Park neighborhood is also one of the City's oldest residential developments.

Glassell Park, one of the City's older neighborhoods is named for Andrew Glassell a landowner who originally subdivided the District in 1907. Overtime the community has grown into an attractive working and middle class neighborhood with numerous craftsman style homes, many on hillside lots, low-rise commercial development along Eagle Rock Boulevard (formerly Glassell Boulevard), Verdugo Road and San Fernando Road and for a time, easy public transit access along the Yellow Car line. Today Glassell Park is in many respects a complex corridor linking Cypress Park, Mt. Washington, Atwater Village, Highland Park, and Eagle Rock. It is primarily a residential and commercial area, with some industrial activity, located generally east of San Fernando Road along an axis formed by Eagle Rock Boulevard between Division Street and York Boulevard. Outlying neighborhoods extend up the northern slopes of Mt. Washington, along the Fletcher Drive corridor between San Fernando Road and Eagle Rock Boulevard, and in the Verdugo Road corridor between Eagle Rock Boulevard and the City of Glendale.



1920 Aerial view looking south at Glassell Park & Cypress Park with the LA River in the foreground. Glassell Blvd (now Eagle Rock Blvd) runs diagonal across the lower left. The Golden State Freeway (Interstate 5) has not yet been constructed.

storefronts are enclosed and turn a blind-eye to the street and newer commercial developments in some places break the pattern of pedestrian orientation and Despite the many assets of these two communities: a walkable street grid, historic architecture that is built to a human scale; numerous locally owned and operated businesses; land uses and buildings have evolved into a complex and troublesome mixture in some areas. Residential uses are often not buffered have been built primarily to accommodate automobiles. While many storefronts sit vacant or underutilized, others are inundated with inappropriate signage. adequately from neighboring industrial and commercial uses. Some massive residential complexes intrude into older, lower density residential areas. Throughout the District there is a significant need for neighborhood serving commercial uses, restaurants and entertainment. In recent years, Cypress Park & Glassell Park have increased their visibility and identity in Northeast Los Angeles. The Mount Washington/Glassell Park Specific Plan is widely known as the primary mechanism regulating development east of Verdugo Road and south of El Paso Drive. Moreover, the Glassell Park community has erected attractive monument signs in the median of Eagle Rock Boulevard to announce itself to passing motorists and the Cypress Park community has a station for the Metro Gold Line, a light rail linking the Downtown Los Angeles transit hub to the City of Pasadena.

## District Goals

Plan). The CDO is intended to bolster the District's strength as a viable business district and to allow for neighborhood growth while preserving architectural and cultural resources within the greater neighborhood context. In particular, the commercial centers of the two communities along Eagle Rock Boulevard, Verdugo Road, Cypress Avenue and Figueroa Street, provide a central location to the surrounding residents who have been severely underserved with respect to The purpose of the Cypress Park & Glassell Park Community Design Overlay District is to improve the physical appearance of Cypress Park & Glassell Park (consistent with the goals set forth for a CDO in 13.08 of the LAMC and the Community Design Criteria set forth in the Northeast Los Angeles Community basic neighborhood services and the CDO endeavors to create a desirable and walkable commercial district within these two communities.

have begun to develop as commercial centers with these attributes and despite years of slow growth and lack of attention to their physical appearance, the monumental and historic architecture that provides a sense of uniqueness to the area and substantially underutilized commercial corridors. Both communities existing development pattern still retains the underlying physical features that are necessary for a vibrant and successful area. The goal of the CDO is to build The Cypress Park & Glassell Park District exhibits several important attributes, among them: substantial pedestrian and vehicular traffic, a central location, upon these physical strengths to revitalize this community.

The specific goals of the Cypress Park & Glassell Park CDO District are as follows:

- To promote design for commercial projects which invite pedestrian interest and activity and communicate a sense of permanence to the area;
- To provide direction for site planning standards that facilitates ease of pedestrian movement and minimize automobile and pedestrian conflicts; તં
- To reemphasize the underlying pedestrian scale that can exist within the existing Cypress Park & Glassell Park street network; 3
- To provide direction for storefront rehabilitation and guide new infill development that is consistent with successful commercial districts; 4
- residential neighborhoods and to encourage new development that is appropriate for the To preserve the historically and architecturally significant buildings in the District including the surrounding neighborhood context.

# Six Design Principles

communities. Essential to community life is the physical environment that is created by the arrangement and design of buildings, streets, parking lots, and open The Design Guidelines and Standards for Cypress Park & Glassell Park are based on a set of principles that are often found in vibrant, walkable and attractive spaces. Cypress Park & Glassell Park possess many architectural assets that are vital to a vibrant community center and strong economic core. The Cypress Park

- should promote an active street life. The most important feature of Glassell Park is the opportunity to provide much needed community services along the existing commercial corridors that readily Activity. Sidewalk activity defines a vibrant commercial district; development in the District connect with adjacent residential neighborhoods.
- to the size of the human body. A pedestrian scale can be achieved through storefront Pedestrian Scale. Pedestrian scale refers to the perceived size or bulk of a building with respect ornamentation, reduction of blank surfaces, building articulation, color, texture, and decoration.  $\alpha$
- Transparency. In a successful pedestrian environment, the dominant feature of the street wall, at the first story level, is clear glass or open elements. Transparent elements include storefront windows, doorways, transom windows, and openings that provide views into the storefront. These elements create visual interest and invite pedestrian window-shopping.

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- content of the store. A storefront should express clarity and distinctiveness within the context of individuality. Just as a sign might show the name of a business or the nature of goods and services sold, the physical appearance of a storefront provides important information about the the overall design guidelines.
- by using materials and architectural features that are representative of the District as a whole while character of the District as a whole. A storefront design can achieve the principle of contribution at the same time fostering a sense of individuality and creativity. Buildings can achieve the principle of contribution through appropriate massing, site planning and use of materials and architectural features that take into account the physical realities of the surrounding context and Contribution. A building or storefront design should contribute to the aesthetic and physical not just the individual site.

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Simplicity. Structures in the District should have clean and simple form. Often, a storefront is transformed into a giant advertising billboard, causing the storefront to become a point of advertising instead a point of sales. Examples of this principle of simplicity include signs limited to business identification, color schemes that are simple and limited to two or three colors, and windows that are clear and unobstructed.

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# CDO Projects

All Projects within in the Cypress Park & Glassell Park Community Design Overlay District will be reviewed for compliance with the Design Guidelines and Standards prior to being issued a building permit. Thoughtful application of the Guidelines and a sensitive design that is well detailed, using quality materials, will assist in creating a project that contributes to neighborhood character and reduces the potential for conflict and delay.

Project Definition: The definition of a project is provided in Chapter 1, Section 13.08 of the LAMC.

Procedures: The procedures for processing a case are provided in Chapter 1, Section 13.08 of the LAMC

Procedures for Minor Projects: Notwithstanding the procedures established in Section 13.08 of the LAMC regarding Design Overlay Plan Approvals for all other projects, the Director of Planning may issue a Building Permit clearance for the following minor projects that comply fully with the Design Guidelines and Development Standards:

- Signs proposed for an existing building that comply fully with the Design Guidelines and Development Standards;
- The installation of awnings or other similar canopy structures on an existing building that comply fully with the Design Guidelines;
- 3. The installation of mechanical equipment that complies fully with the Design Guidelines.
- Glassell Park CDO Single Family Home Checklist found in Appendix 1 of this plan. Modifications to the exterior of single family homes that are Requests for modifications to the exterior of a single family home or property on an R1 lot shall be made through the completion of the Cypress Park & determined though the checklist not to constitute a substantial change to the appearance of the home as viewed from the public street and that comply fully with the provisions of the CDO shall be issued a building permit clearance sign off. 4,

Exemptions: The following shall be exempt from review for compliance with the CDO:

- 1. Cultural Historic Monuments;
- 2. Vacant property sharing a property line with, and associated with the use and operation of the Forest Lawn Cemetery.

Application Requirements: The materials that are required to apply for review of a project are provided in Chapter 1, Section 13.08 of the LAMC.

# Relationship to Other Plans and Other Provisions of the LAMC:

Zones. Immediately west of portions of the District boundaries is the existing Fletcher Square CDO. Immediately southeast of portions of the District boundaries is the Highland Park HPOZ. Each of these districts has boundaries that do not overlap with the Cypress Park & Glassell Park CDO and therefore The Cypress Park & Glassell Park Community Design Overlay District exists in close proximity to numerous other Supplemental Use Districts and Overlay heir respective land use and design provisions do not directly pertain to the District.

Angeles River corridor spanning from Canoga Park to Downtown Los Angeles. Portions of the RIO overlap with portions of the westerly District boundaries. While the CDO addresses neighborhood design issues, these two plans deal primarily with zoning and watershed issues (respectively). Wherever the provisions of the Mt. Washington/Glassell Park Specific Plan or the RIO, those plans shall supersede the CDO. However projects shall still require review for compliance with the CDO for those provisions not addressed within the Specific Plan or the RIO. The Mt. Washington/Glassell Park Specific Plan, which covers most of the hillsides and surrounding area to the east of the CDO District, overlaps with portions of the easterly District boundaries. The River Improvement Overlay (RIO) is an overlay zone that pertains to properties that are within proximity to the Los

Wherever the provisions of the CDO conflict with provisions of the LAMC and any ordinance therein, the LAMC shall supersede the CDO unless an ordinance, such as a Qualifying Condition has been adopted to support the provision of the CDO.

## DEFINITIONS

Articulation: The term articulation refers to a variation in a wall, façade or roofline. Such a variation can be accomplished though the changing of a plane, variations in materials, coloration or the introduction of architectural features. Generally articulation in walls, facades or rooflines helps to create structures that are aesthetically pleasing and provides interest to the pedestrian environment.

generally wood or metal-framed structures sheathed with fabric and can be permanently affixed or retractable. Most awnings will have a valance, or a portion of fabric that hangs down below the frame on which it is affixed. Canopies are usually solid structural elements that are constructed of materials found elsewhere Awnings & Canopies: Awnings and canopies are both architectural features that provide shade to windows, doors and adjacent pedestrian areas. Awnings are on the building on which they are affixed.

Bulkhead: A bulkhead is the portion of a storefront that acts as a base to store front windows along the building frontage.

Canister Signs: Canister Signs, also known as Cabinet or Can Signs are signs with text, logos and/or symbols that are placed on the plastic face of an enclosed sheet metal box or cabinet and are commonly internally illuminated. Flag Parking Lot: With this suggested design surface parking areas are located at the rear or a parcel and are accessed via a narrow driveway leading from the major street to the subject parking area.

Florescent Colors: Florescent colors, also known as neon or iridescent colors, are paint and dye colors that have been given unique chemical properties, which make the colors, appear to glow in daylight. Illuminated Awning Signs: Illuminated Awnings Signs are awnings that are generally made from vinyl or plastic where signage is represented on the surface of the awning and the interior of the awning is illuminated, usually with florescent light tubes.

utilizing a series of grid lights that may be changed through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid Electronic Message Display Sign: A wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video and animation, crystal display (LCD), fiber optic, or other electronic media or terminology.

Pedestrian Entrance: A Pedestrian Entrance is the primary entrance that serves a building or individual business on a building façade. A Pedestrian entrance is demarcated by architectural features such as columns, canopies or steps and helps promote use of the building.

Project: The definition of a Project for the purposes of this CDO is found in Section 13.08 C 2 of the LAMC.

Structural Bays. Structural Bays are architectural features on a building façade that help to create a pattern along the street frontage and avoid the presence of a monotonous façade. Structural Bays can be accomplished through the use of columns placed in a pattern or recesses in the façade.

Stucco: A coarse plaster composed of Portland or masonry cement, sand and hydrated lime, mixed with water and applied in a plastic state to form a hard covering for exterior walls Usable Outdoor Public Space: Usable outdoor public space refers to outdoor areas that facilitate pedestrian activity and act as a focal point to community activity. Usable public spaces can be implemented into site design through the use of plazas, courtyards, outdoor dining areas and other such outdoor spaces. Usable Public Space must be primarily open to the sky, must be accessible to the general public and should be developed subject to the provisions found in the Design Guidelines and Standards.

Trowled Finish: A dense, smooth finish obtained by working a fresh concrete or plaster surface with a steel trowel.

# COMMERCIAL GUIDELINES AND STANDARDS

The following Design Guidelines and Development Standards apply to Commercially (C) and Industrially (M) zoned property along Eagle Rock Boulevard, Verdugo Road, Fletcher Drive, Cypress Avenue, Figueroa Street, Division Street and any other commercial street within the District.

## Site Planning

Setbacks

provide for continuity in the street wall by locating storefronts, entryways and pedestrian serving uses at the Guideline 1: Continuity in the streetwall creates an aesthetically pleasing environment and provides security for pedestrians by eliminating blind spots. Encourage an inviting pedestrian environment and street frontage (at the front property line) or by providing pedestrian amenities along the street front.

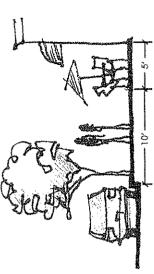
Standard 1a: Locate ground floor uses so that they are built to the front lot line except where pedestrian amenities such as patios and outdoor dining areas have been incorporated into the site design the setback may extend no more than 5 feet from the front property line. Standard 1b: Ground floor uses along Eagle Rock Boulevard between lower Verdugo Road and York Boulevard; and along Cypress Avenue between Eagle Rock Boulevard and Pepper Avenue may be located up to 12 feet from the front lot line. This setback space should be improved with pedestrian amenities such as additional shade trees, plazas, fountains, outdoor dining areas, seating, forecourts, arcades or other active public uses.

Standard 1c: In cases where existing buildings along a street front have varied front setbacks, infill projects should act as a transition between front setbacks of varying depths and in unifying the overall rhythm of the streetscape. In designing the front setback, consider the following measures; other measures may also be appropriate depending on the circumstances of a particular project:

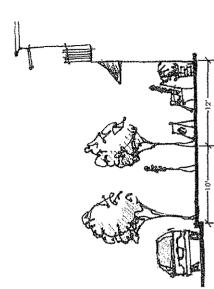
- Articulate the facade with well-defined building entrances and projecting and recessed facade features that will establish a rhythm and add visual interest to the block face.
- Articulate the front facade in "steps" to create a transition between adjacent buildings.
- Avoid creating blank walls along the side property lines that will be visible from the street.

# Storefront Orientation

activity by placing pedestrian entrances along the street for each business that fronts the public right of Guideline 2: Promote ease of pedestrian movement between stores and enhance the level of pedestrian



Commercial buildings may be set back up to 5 feet on most streets where a pedestrian amenity is provided.



Commercial buildings along much of Eagle Rock Blvd. can be set back to 12 feet to accommodate pedestrian amenities and a buffer from the busy street.

multiple building entrances might create operational issues or security concerns for building tenants, a Provide a pedestrian entrance for each business that fronts a public street. Where single building entrance should be located fronting the public street.

Standard 2b: Provide a clearly defined pedestrian walkway for any new project that connects building entrances to parking areas. Walkways should be comprised of stamped concrete, brick, tile or some other decorative paving surface.

# Automobile Ingress/Egress

Guideline 3: Minimize conflicts between pedestrians on the sidewalk and automotive traffic by providing vehicular access to parking areas along side streets or alleys wherever possible.

Standard 3a: Locate curb cuts and driveways at alleys or side streets to the greatest extent possible.

Standard 3b. Limit curb cuts along major and secondary highways to one per 100 feet of street frontage to the greatest extent possible.

# Usable Outdoor Public Space

environment, and encourage pedestrian activity. Large commercial projects should provide usable outdoor public space in the form of plazas, courtyards and outdoor eating areas to encourage pedestrian activity Guideline 4: Public gathering spaces, plazas and outdoor dining areas can energize a commercial with the CDO.

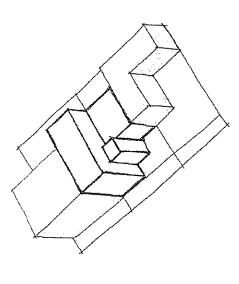
exceed 50,000 square feet of floor area, including rehabilitation of existing buildings as defined in Standard 4a: Incorporate usable outdoor public open space for commercial or mixed-use projects that LAMC 13.08 C 2. Useable outdoor public open space should be constructed in the form of plazas, courtyards and outdoor eating areas at a ratio of at least 2% of the overall floor area of the structure.

Standard 4b: Locate seventy five-percent of all required usable outdoor public space at ground level and should be directly accessible to the general public from a public street.

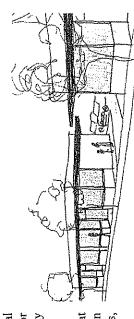
Standard 4c: Develop usable outdoor public space in conformance with the Glassell Park CDO Landscape Design Guidelines.

#### Parking Structures

Guideline 5: Parking structures should be an unobtrusive part of the pedestrian environment and should be located out of view whenever possible; they should be architecturally compatible with the design of the buildings that they are serving



The building at center unifies the streetwall by responding to the varying setbacks of its neighbors.



A well delineated path from rear parking areas to storefront entrances along the street can negate the need for multiple entrances and provide a traditional storefront that promotes pedestrian activity.

Construct parking structures with materials and architectural elements that are compatible with surrounding structures. Standard 5a:

Standard 5b: Wherever parking structures are to be located along a street frontage, the structure should be designed with ground floor commercial uses integrated into the design along the entirety of the commercial street frontage except those portions which accommodate for automobile ingress and egress. Commercial uses should be designed with a minimum depth of 25 feet.

# **Building Design**

#### Facades

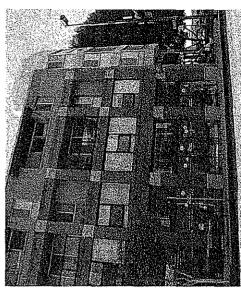
of a variety of forms, contrasting shapes and should employ attractive and complementary buildings Guideline 6: The design of all buildings should be of a quality and character that improves community appearance and should be representative of an overall architectural theme. Buildings should be composed The massing and proportion of buildings at ground level along the public right of way should be at a pedestrian scale. materials and architectural features.

Standard 6a: Provide a break in plane for every 20 feet in horizontal length and every 15 feet in vertical length on all exterior building elevations. Breaks in plane should be created by a change in plane, incorporation of an architectural detail or a change in material. Windows or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Standard 6b: Provide articulation in the form of vertical changes in plane or variation in gables for all rooflines that exceed 40 linear feet. Standard 6c. Provide structural bays at a minimum of 20-foot intervals for all ground floor storefronts on projects that are greater than 30 feet in width. Structural bays, at minimum, should be demarcated by a 3-inch recess.

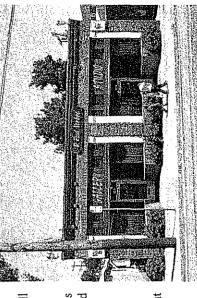
#### Wall Openings

Guideline 7: Encourage window-shopping and an active pedestrian environment by providing a significant level of storefront transparency at ground floor building facades along public streets.

Standard 7a: Wall openings such as windows and doors should occupy at least 70-percent of the ground floor street façade and 25-percent of the ground floor street façade for secondary facades on corner-lot buildings.



Structural bays at the ground level, as shown above, maintain a pedestrian scale along the sidewalk.
Articulating the upper floor façade through changes in façade plane and building materials break up the mass and provide visual interest.



Large window openings bring activity and interest to the sidewalk and bulkheads at the ground plane communicate a sense of permanence for new structures.

Standard 7c: Storefronts on existing buildings that have been enclosed or have had windows removed or replaced with smaller windows should be restored to their original appearance to the greatest extent possible.

# Corporate Identity Architecture

Buildings in the District should contribute to the architectural integrity of the surrounding have a pre-determined corporate architectural identity should be designed so as to be consistent with the area. Buildings used for franchise-type restaurants, retail space or other commercial uses that traditionally CDO Design Guidelines and Development Standards. Guideline 8:

Standard 8: All projects, including those related to franchise or corporate establishments shall be designed to comply fully with the Design Guidelines and Development Standards.

# Architectural Features

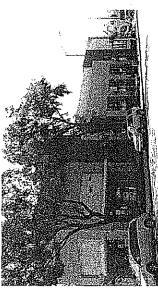
# Exterior Surface Materials & Colors

Guideline 9: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and materials that match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided. Standard 9a: Materials such as stone, brick, tile and natural wood finishes on existing structurally viable buildings should not be painted over, removed or otherwise obscured.

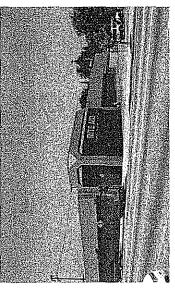
Standard 9b: Decorative features such as corbels, friezes, transom windows, pilasters and other such character defining architectural elements shall be preserved and should not be painted over, removed or concealed by building additions, structural elements, signage or facades. Guideline 10: Building façades should be constructed of high quality materials that communicate a sense of permanence within the area and that are complementary to surrounding buildings and features.

Standard 10a: Plywood siding and heavily textured stucco should not be used on building exteriors.

Standard 10b: Stucco should not comprise more than 80% of a building façade (as viewed from an elevation façade projection, not counting door and window area). Projects that propose the use of



The franchise drugstore above provides complies with the design standards by providing openings at the ground floor, structural bays, an entrance at the street etc whereas the drugstore below does not.

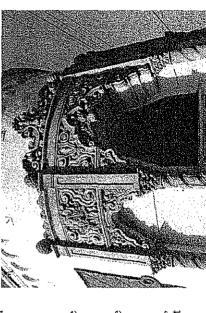


stucco should integrate additional building materials into the façade and/or shall utilize more than a single color of stucco.

Standard 10c: Conjectural decorative features, such as foam plant-ons should be avoided.

Building material and paint colors should be attractive and complementary to the surrounding buildings and features. Guideline 11:

Standard 11a: A three-color paint scheme is generally encouraged; applying harmonious colors to the body, trim and any accent features on the structure. Standard 11b: Colors such as white and light shades of gray and tan, as well as overly bright colors, when applied to the body of a structure, can produce glare and should be used sparingly. Fluorescent colors are considered inappropriate for all exterior applications. Standard 11c: Paint all vents, gutters, downspouts, flashing, electrical conduits etc. to match the color of the adjacent surface unless being used expressly as a trim or accent element.



Architectural features such as the decorative plaster work surrounding this building entrance should be preserved.

# Storefront Entrances

Guideline 12: Storefront entrances should be designed so that they are a predominant architectural feature on the building façade and so that they create an inviting entrance to the building. Entrances should be enhanced through architectural treatments such as tile on the floor around the doorway, individual awnings or placements of appropriate signage above the entryway.

Standard 12a: Provide the primary building entrance for all buildings from the public street.

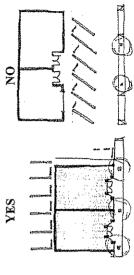
Standard 12b: Maintain the primary building entrance for all buildings along the public street so that they remain unlocked and unobstructed during normal business hours.

## Storefront Windows

Guideline 13: Storefront windows should allow maximum visibility from the sidewalk areas into the interior of all commercial uses and should maintain their transparency through the choice of glass material and careful placement of window signs.

Standard 13a: Use non-reflective glass that allows a minimum of 90-percent light transmission on all street-fronting facades.

Standard 13b: Recess new storefront windows at least 3 inches from the front plane of the building.



parking areas at the rear encourages pedestrian activity Keeping storefronts located along the street-front and and maintains a consistent streetwall.

Standard 13c: Use no more than 10% of storefront window surfaces for internally or externally posted signage regardless of the duration of the signage.

## Awnings and Canopies

Guideline 16: Add visual interest to storefronts through the use of high-quality awnings and canopies that provide articulation in the street wall. Awnings should be designed to complement buildings and individual structural bays.

Standard 14a: Plastic, vinyl and other similar materials should be not be used on storefront awnings.

On storefronts that are greater than 25 feet in length, provide one awning or canopy where for each structural bay where such bays exist. Avoid single awnings or canopies for buildings that are greater than 25 feet in length. Standard 14b:

Standard 14c: Signs on awnings and canopies should be permitted only on the valance. The valance should be a maximum of 8 inches with lettering and logos being a maximum of 6 inches high. Standard 14d: Awnings or canopies should not conceal architectural features such as decorative grille work or transom windows and should be designed so as to be architecturally compatible with the structure on which they are to be attached.

### Rooflines

Guideline 15: Rooflines should be designed so as to add interest to the building façade and to complement the surrounding area. Monotonous rooflines should be avoided.

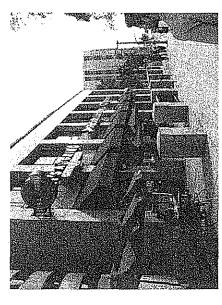
Standard 15: Provide architectural relief for all rooflines that exceed 40 linear feet either through a change in depth or height, the application of gables, dormers, changes of material or other types of articulation.

### raffiti

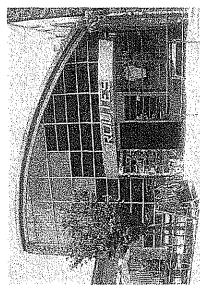
Guideline 16: Use exterior surface materials that will reduce the incidence and appearance of graffiti.

Such treatment may include Treat exterior walls with graffiti resistant surfaces. specialized coatings and the installation of vegetation. Standard 16a:

Standard 16b: Treat storefront windows on new structures with graffiti resistant film or other specialized coatings so as to protect them from vandalism.



Simple, individual awnings that complement rather than dominate the exterior of a structure are encouraged.



Varied and decorative rooflines break up the mass of a structure and diminish the likelihood of monotony.

Guideline 17: Freestanding walls should contribute to the architectural integrity of the surrounding area and should be compatible with surrounding structures. Walls should provide security and enclosure to the extent necessary but should not create impermeable compounds as viewed from the street and should not communicate a general lack of security about the district. Standard 17a: Provide a break in plane for all free standing walls using an architectural detail such as pilasters, patterned block or other articulation in 20-foot intervals. Construct all freestanding walls of materials that are compatible with surrounding Standard 17b:

Chain link, barbed wire, corrugated metal and other similar materials should not be used for fences along public streets. Standard 17c:

Standard 17d: Free standing walls or fences should not use barbed or razor wire to adorn the tops of walls within view of public streets. Pointed wrought iron is encouraged where fencing is needed to provide security to a site.

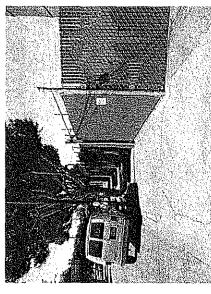
Standard 17e: Fences along public rights of way may only be constructed of highly transparent materials such as non-decorative/darkly colored wrought iron. Block walls and fences with block pilasters should be avoided.

### Landscaping

subsequent amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Landscape Ordinance and its accompanying Guidelines are attached to this document as Appendix 3. The Design Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any Guidelines and Development Standards found herein add to the City's existing Landscape Guidelines. andscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with the CDO.

## General Landscaping

Guideline 20: In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes surface runoff during rainy periods. Projects should provide landscaping that complements existing architecture, provides shade to pedestrian areas and that provides a high level of surface permeability.



Chain link, barbed wire and other similar fences along pedestrian streets can appear unsightly and diminish feelings of safety and security.



Simple landscape buffers such as this planter, along with distinct paving surfaces can provided a needed barrier between parking areas and pedestrian space.

## Pedestrian Connectivity

Guideline 21: Surface-parking areas should provide for an ease of pedestrian movement and should encourage pedestrian movement through the subject parking area from the public street to the building. Standard 21a: All surface parking areas should include a pedestrian walkway that extends up to 50 feet from the primary structure served by the parking area. The pedestrian walkway should be paved with stamped concrete or another decorative surface in keeping with the architectural style of the surrounding structures. Where parking areas exist adjacent to public streets the pedestrian paved surface should provide a direct link from the street to those structures served by the parking area, even if such distances exceed 50 feet. Pedestrian walkways through surface parking lots should be accompanied by decorative landscaping including but not limited to shade trees, arbors and other plant features. Standard 21b:

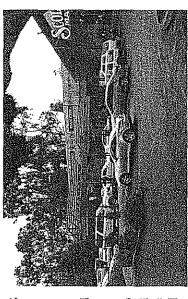
## Usable Public Space

Guideline 22: Projects that are required or proposing to provide usable public space should be developed with landscape and hardscape improvements, seating and other attractions that encourage public gathering, outdoor dining and create a lively pedestrian environment. Standard 22a: Usable public spaces, including plazas and courtyards should contain a minimum of 5% planted area which can include trees, shrubs, and/or ground covering. Planters, planter boxes and similar planting containers may be counted toward this requirement.

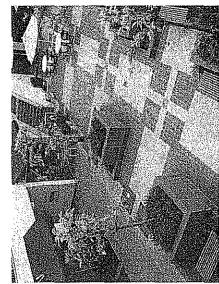
Standard 22b: Paved surfaces within usable public spaces should be comprised of stamped concrete, tile or other decorative paving surfaces. Asphalt is prohibited as a paving surface within usable pubic spaces

### Signs

externally illuminated channel letters would comply with the Design Guidelines and Development Standards, though such a sign would still be subject to the square footage requirements found within the the Zoning Code. The Design Guidelines and Development Standards found herein add to the City's existing Sign Provisions. Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with the Sign Ordinance; for instance the use of individually cut All projects are required to comply with the City of Los Angeles Sign Provisions found in Chapter 14.4 of



Strong pedestrian connections between the street and recessed commercial stores maintain a sense of pedestrian belonging and reduces conflicts between motorists and pedestrians.



Decorative paving surfaces along with raised landscape treatments and ample seating surfaces create functional and aesthetically pleasing public open space.

Zoning Code. To simplify the review process, applicants should first review proposed signs for compliance with the Zoning Code and should then review proposed signs for compliance with the CDO.

Simplicity and Quality

Guideline 26: Signage should be simple, expressive and of high quality with regard to construction, Signage that contributes to a cluttered, non-cohesive or unprofessional appearance diminishes the quality and commercial viability of the District and should be avoided. typography and artistic images.

Standard 26a: Individual businesses and institutions should have no more than one wall sign per elevation unless a special circumstance exists whereby a single wall sign would not be universally visible from the public right of way.

Generally Standard 26b: Individual sings should utilize a consistent and thoughtful color scheme. business signs should not utilize more than three colors. Standard 26c: Wherever multiple business signs exist on a single wall or monument sign the sign should utilize a uniform background color.

Standard 26d: The use of fluorescent colors in signs is prohibited.

Standard 26e: Hand-painted lettering should be administered by a professional sign painter and should be comprised of typography and images that are uniform in point size, kerning and overall appearance and are produced from an identifiable font. Lettering and iconography produced by spray-on paint or air brushes is prohibited.

Mural Signs

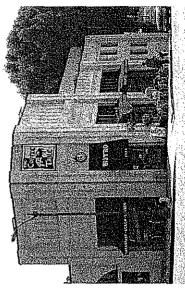
Guideline 27: Mural signs can contribute to the appearance of individual buildings, street frontages and the District as a whole. Furthermore, such signage can be an important expression of the unique artistic and cultural identity of the District. Mural signs should be allowed when they are created with a high level of artistic quality and do not diminish the architectural integrity of a historic building.

Standard 27a: Murals that are not intended as part of business signage (and are not defined as Mural Signs in Section 3 of this document) must be approved by the Department of Cultural Affairs and may in no way include onsite or offsite commercial advertising or imagery.

Standard 27b: Mural signs may cover up to 30% of a building façade, however such area shall include the permitted wall sign area. Mural sign area that exceeds the square footage allowed for wall signs



Pole signs, such as this multi-tenant pole sign, can become unsightly and unreadable and are not permitted within the District.



architecture effectively communicates a professional look Signage that is simple and complementary to building that is beneficial to the business and the District.

Standard 27c: Mural signs should not cover or obscure unique architectural features such as corbels, transoms, pilasters, un-painted masonry, windows or other such character defining features of an historic building.

# Prohibited and Restricted Signs

that draw unnecessary attention to a single use at the expense of the district as a whole or that communicate Guideline 28: Signs that contribute to the appearance of clutter along a street frontage or on a building. a lack of permanence to the District should not be used.

Standard 28a: Off-site signage, including, billboards and signs advertising off-site activities, is prohibited.

that increase the height, massing or fascia of existing signs or the addition of poles to existing pole The re-use of pole signs is strongly discouraged and project proponents are encouraged to Standard 28b: Pole signs are prohibited. This includes the structural modification of existing signs consider pedestrian oriented signage options such as monument signs.

Standard 28c: Temporary banners, streamers, flags not affixed to a flagpole, inflated devices, bubblemachines, rotating devices, and other attention-getting devices are prohibited.

Illumination, digital signage and internally light signage that is intended to capture the attention of Guideline 29: Signage illumination should be used sparingly and at a pedestrian scale. Overly-bright motorists generally does not invite pedestrian use or prolonged visits to the district outside of immediate car trips. External illumination for signage is encouraged in lieu of internally light signage.

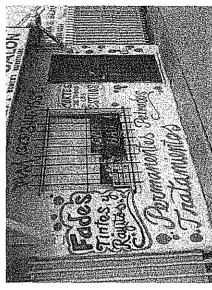
Standard 29a: Electronic message display signs, except for time and temperature signs are prohibited.

Standard 29b: Internally illuminated canister signs, except for channel letters or logos, and illuminated architectural canopy signs are prohibited. Reverse channel letters or externally light individually cut letters are encouraged in lieu of internally light channel letters.

Standard 29c: Any time and temperature sign that is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, sign content consists exclusively of time and temperature information and the face of the sign is no larger than 16 square feet in area.



Painted signs, when professionally executed can provide charm and character. Unprofessionally painted signs can appear cluttered and diminish the overall quality of the district.



# Mechanical Equipment

Mechanical Equipment & Loading

Guideline 29: Utilities, storage areas, loading docks, mechanical equipment and other service areas should the use of building parapets, landscaping walls and other similar architectural treatments. Plywood and be screened from the adjacent public right of way. Equipment can be screened from public view through wood lattice screens should be avoided. Standard 29a: Locate all service areas and loading docks at the rear of structures or at the location that is most out of view to the general public. Standard 29b: Screen all exterior rooftop and ground level mechanical equipment, including HVAC equipment, exhaust fans and satellite dishes from public view. Standard 29c: No mechanical equipment shall be permitted in window or door openings facing public streets.

Standard 29d: Service areas, such as those used for automobile repair facilities, should be enclosed within a building.

### Security Equipment

Guideline 30: Buildings should be designed with security features that effectively detour criminal activity while maintaining a positive image about the community. When used, security grills should be screened from view during business hours and should be integrated into the design of the building.

Standard 30a: Permanently affixed exterior security grills or bars are prohibited.

completely conceal the grill when it is retracted. Such pockets should be integrated into the design of Standard 30b: Security grills should be retractable and should recess completely into pockets that the building.

Standard 30c: Roll-down security grills that conceal storefront windows are be prohibited.

Standard 30d: Existing security grills and bars, whether retractable or permanently affixed should be painted black or another color that diminishes the appearance of such devices as viewed against the window.

Trash Equipment

Guideline 31: Trash enclosures should be designed so that trash and recycle bins are not visible to the general public.

Standard 31a: Enclose all trash collection areas with a minimum six-foot high decorative wall or fence.

Standard 316: Provide a separate enclosure for trash and recyclable materials.

Wireless Telecommunication Facilities

Guideline 32: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures. Standard 32a: Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

visible façade of the building and should be screened by materials that are simple and do not compete Standard 32b: Roof-top wireless facilities should be located so at to be least disruptive to the primary with or attempt to replicate the architectural features of the existing building.

# MULTI-FAMILY GUIDELINES AND STANDARDS

### Site Plan

### Street Frontage

Guideline 1: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating buildings with a consistent setback, orienting buildings to the street and providing pedestrian amenities along the front of buildings. Site plans that fortify individual projects rather than connect them to the street are strongly discouraged. Standard 1a: Align the front façade of new structures with adjacent structures to the greatest extent allowed by the Zoning Code.

Standard 16: Provide a prominent pedestrian entrance with a walkway that leads directly from the entrance to the street. Standard 1c: Where projects have multiple residential units at ground level, individual entrances are encouraged.

### Open Space

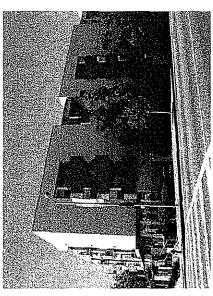
Guideline 2: Encourage the use of open surface area for open space, landscaping and recreation areas by minimizing surface parking and by providing adequate separation between existing and new structures. Standard 2a: Open space yard areas and courtyards with a minimum dimension of 15 feet are encouraged between existing structures and new structures on the same parcel

## Parking and Circulation

Guideline 3: Parking areas and the driveways that accompany them can contribute to a cluttered appearance and can diminish the pedestrian livelihood of a street. Such areas should be kept out of view from the public street to the greatest extent possible.

Standard 3a: Driveways within the front yard area should be no wider than 15 feet unless additional width is needed to accommodate entry ramps into subterranean parking areas.

Standard 3b: Parking areas should be located underground, at the rear of properties or at other suitable locations that are not visible from the public street. Multiple garage bays along the front of a building should be avoided. Surface parking areas and driveway "back-up" space between a structure and the public street (regardless of setback requirements) are prohibited.



This larger apartment building provides a prominent entrance, shaded by a canopy, at the street corner.

## **Building Design**

Scale

The overall scale of all buildings should maintain existing height and massing patterns on streets where a consistent pattern exists. A building that is larger than its neighbors can still be in scale and be compatible with the smaller buildings in the area through facade articulations and through setbacks to upper floors. In other cases, it may be necessary to reduce the height or bulk of the building. Guideline 3:

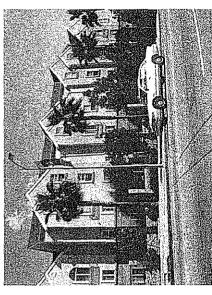
appearance of a prevailing height. A minimum 15-foot stepback of upper floors from the building Where the height of a building would be inconsistent with the height of adjacent buildings as viewed from the street, upper-floor stepbacks should be used to adequately maintain the front is recommended when new buildings or additions will be a full floor higher than adjacent Standard 3a: structures. Standard 3b: Where the massing of a building would be inconsistent with the massing of adjacent buildings as viewed from the street (for instance where a building would be two or three times the width of neighboring buildings), articulation and setbacks should be used to recreate existing massing patterns on the street to the greatest extent possible.

Articulation and Fenestration

Guideline 4: Buildings should be composed of a rich variety of forms and contrasting shapes that will provide depth and texture and will avoid the appearance of monotonous architecture. Standard 4a: At minimum, all exterior building elevations should provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by a change in plane, architectural detail or a change in material. Windows or doors that are flush with the plane of the building and exterior hallways and stairwells shall not constitute a change in material or break in the

building façade. At minimum rooflines that exceed 40 feet shall provide articulation in the form of Standard 4b: Rooflines should include articulation that corresponds to articulation found on the vertical changes in plane or variation in roof types.

Outdoor hallways and stairwells are generally discouraged and if used should be integrated into the overall structure through facades, materials and a cohesive architectural strategy. Standard 4c:



through plane changes, different building materials and decorative window sills. The roof is articulated through a The apartment building show here articulates the façade cross-gable design that makes the building appear less

Guideline 5: Buildings should have meaningful fenestration that establishes a clear pattern on the façade (with special attention paid to facades that are visible from the street) and that provides depth and additional articulation. Openings such as doors and windows should not be designed as an after-thought once the floor plan of a structure has been established, but rather should serve as an integral part in how the building relates to both the public and private realm.

Standard 5a: Recess windows and doors along the street front at least three inches from the façade. Window frames and sills are strongly encouraged. Standard 5b: Special attention should be paid to window alignment and patterns. Where appropriate, windows should be aligned along their top-line. Standard 5c: Canopies and awnings, which provide additional façade articulation and provide shade, are encouraged, especially on facades where articulation is otherwise minimal. Building materials should be varied and should reflect a high level of quality and craftsmanship. The use of varied materials adds texture and depth to a façade and assists in providing needed articulation. Where specific building materials are found in abundance on a street front, such as wood siding or river rock, such materials should be incorporated into the façade of new buildings Guideline 6:

Standard 6a: Plaster or stucco finishes should not comprise more than 75% of the surface area of any exterior elevation (as viewed from an elevation projection excluding window and door area). Heavily textured stucco finishes are prohibited. Standard 6b: The exterior finish on all balconies should employ a finish material that is different, from the finish material employed on the primary body of the building.

þe Standard 6c: All building fixtures, awnings, security gates, etc., should complement and architecturally integrated to the design of the building. Guideline 7: Additions and new structures within rear yards should be of a scale and style that is compatible with existing development on the site and with adjacent structures.

Standard 7a: Provide roof forms on additions and new structures that are reasonably compatible with existing on-site development.

Standard 7b: Provide fenestration on additions and new structures that is reasonably compatible with existing on-site development. Standard 7c: Utilize building materials on additions and new structures that are reasonably compatible with existing on-site development.

Standard 7d. Modifying existing building materials (such as stuccoing over and existing structure that might otherwise have desirable exterior finish materials), fenestration or roofs so as to achieve uniformity should be avoided.

# Architectural Features:

Guideline 5: Emphasize pedestrian orientation and accessibility by creating well-articulated, inviting building entrances and by orienting building entrances toward the street.

Standard 5a: Orient primary entrances toward the street. Emphasize entrances through architectural features such as front porches, awnings, columns and/or prominent walkways. Standard 5b: Where multiple ground level entrances exist, individual building entrances should be architecturally emphasized according to Standard 5a. Guideline 6: Encourage architectural compatibility by designing additions and rear-yard infill projects to have compatible architectural features.

structures. Architectural features should be repeated to a lesser degree of detail when inspired from windows, decorative roof brackets etc. such features should be repeated on additions or new infill Standard 6a: Where existing structures on a site contain architectural features such as porches, bay historic structures. Standard 6b. Where additions and rear-yard infill projects are adjacent to R1 lots the project should provide horizontal stepbacks above the first 30 vertical feet (in areas where structures are permitted to exceed 30 feet) along the building façade abutting the R1 lot. The maximum stepback height shall be measured from a 45 degree angle from the 30 vertical feet mark. Guideline 7: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and materials that match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided. Standard 7a: Materials such as stone, brick, tile and natural wood finishes on existing structurally viable buildings should not be painted over, removed or otherwise obscured.

character defining architectural elements should be preserved and should not be painted over, removed Standard 7b: Decorative features such as corbels, friezes, transom windows, pilasters and other such or concealed by building additions, structural elements, signage or facades.

Standard 7c: Existing doors and windows should be retained and if needed, repaired rather than replaced. If replacement of such features is needed, in-kind materials should be used. The alteration of existing door and window openings along facades that are visible from the street is discouraged

colors, and fluorescent paint colors shall not be used. Colors such as beige, white and gray that instances a three-color paint scheme for body, trim and accent pieces is preferred. Overly bright paint Where appropriate paint colors should accentuate architectural features. produce glare, should be used sparingly.

Standard 7e: All vents, gutters, down spouts, etc. should be painted to match the color of the adjacent surface, unless being used expressly as a trim or accent element.

### Landscaping

Ordinance and its accompanying Guidelines are attached to this document as Appendix 3. The Design Compliance with the following Design Guidelines and Development Standards does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review subsequent amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Landscape All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any Guidelines and Development Standards found herein add to the City's existing Landscape Guidelines. landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with the CDO.

Projects should provide landscaping that complements existing Guideline 8: In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes architecture, provides shade to pedestrian areas and that provides a high level of surface permeability. surface runoff during rainy periods.

Projects shall comply with the City Landscape Ordinance and the accompanying Standard 8: Guidelines. Guideline 9: Front yard and outdoor spaces such as common and private open space should be developed to an extent that encourages use and enhances the livability of residential structures.

Standard 9a: All projects shall comply with the Open Space Requirements listed in Section 12.21 G of the LAMC. All subsequent Standards shall enhance those requirements found within the LAMC. Standard 9b: Utilize drought tolerant plant species within required open space areas to the greatest extend possible.

Standard 9c: Open space areas should not have slopes exceeding 10%.

water runoff during rainy seasons massive fences, parking areas and excessive paving should be avoided in building. Front yard areas should remain open and used for landscaping and passive recreation space. In order to maintain a consistent streetwall, avoid the appearance of clutter and minimize excessive surface Guideline 10: Front yards provide for transition between the public right of way and the residential the front yard area. Develop front yards with a prominent front walkway that leads directly from the sidewalk to the pedestrian entrance. Walkways should be improved with stamped concrete, brick, tile, stone or other such decorative surfaces. Standard 9a:

Standard 9b: Paving surfaces should be provided exclusively for driveways and walkways. Parking areas located between the front of a structure and the front property line (regardless of setback requirements) and paving of front yards not used for driveways and walkways is inappropriate.

Standard 9c: Front yard fences shall not exceed the height permitted by the Zoning Code and should be comprised of transparent materials such as darkly colored (black or dark green) non-decorative wrought iron. Where Yard Adjustment Variances have been granted by the Zoning Administrator to allow over-height fences, such fences should be constructed only of materials enumerated above. Standard 9d: Concrete block walls, concrete block pilasters, chain link and overly decorative and/or brightly colored wrought iron should not be used for front yard fences or any fences along a public

# Mechanical Equipment

Guideline 10: Trash enclosures should be designed so that trash and recycle bins are not visible to the general public.

Standard 10a: Enclose all trash collection areas with a minimum six-foot high decorative wall or

Standard 10b: Provide a separate enclose area for recyclable materials for each trash enclosure.

Guideline 11: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.

Standard 11a: Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive. Standard 11b: Roof-top wireless facilities should be located so at to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

# A note on hillside properties:

Glassell Park single family neighborhoods. However, it is understood that many of the single family lots in the Upper-Verdugo area and east of Cypres Avenue are hillside lots and consequently may face challenges in applying the Design Guidelines and Development Standards to a strict degree. For this reason a greater degree of flexibility should be used when applying some of the concepts of this document to hillside lots (in particular those that relate to site planning). Projects should comply with the Design Guidelines and Development Standards to the greatest extent possible and should otherwise be found in substantial conformance The following Design Guidelines and Development Standards have been written to apply most effectively to standard width flat lots within the Cypress Park & where appropriate.

# A note on historic architectural styles:

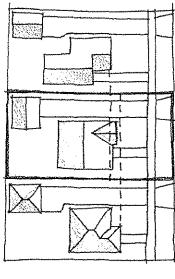
Many of the houses in Glassell Park were constructed in the early 1900 to early 1940's and are indicative of architectural styles that were popular during this time. Among these, the Craftsman Bungalow the Hipped Roof Cottage and Spanish Colonial styles are most prevalent (though like any neighborhood in Los Angeles a multitude of styles exist). Generally the houses built during these periods were constructed with a high level of craftsmanship and attention to detail that is not often found on contemporary construction. Furthermore most of these houses contain features that the CDO would endeavor to recreate on future construction for the purpose of maintaining attractive, pedestrian oriented neighborhood streets.

Applicants should refer to the Architectural Styles in Appendix 2 before proposing to modify an existing residence. Many of the guidelines below are aimed at maintaining a sense of neighborhood character and scale that has already been established by these homes that were constructed during a specific period with unique features. Consequently, attempts to alter existing facets of the neighborhood in such a way that the overall neighborhood character and scale would be For this reason, a greater understanding of these architectural styles and their significant features should be gained prior to attempting to alter the homes. compromised is generally discouraged.

### Site Planning

Guideline I: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating residences with a consistent setback (as much as the Zoning Code will allow), orienting buildings to the street and providing pedestrian amenities along the front of buildings.

shall provide primary pedestrian entrances that are directly accessible to the street to the greatest extent Standard 1: New homes on non-hillside lots should be built with primary front entrances that are directly accessible from the public street. Existing front entrances shall be maintained. Hillside lots possible. Guideline 2: Front yard areas function as a necessary transition between the public realm and the private realm. As such, front yards should maintain an open and uncluttered appearance. Encourage the use of front yards as landscape areas by keeping parking areas to the rear of developments.



Appropriate: The new home in the middle maintains the prevailing setback, provides a pedestrian entrance and keeps the parking area the rear of the property.

be permitted to construct new garages or carports at the front of the house. New homes should be built Standard 2a: Homes with existing rear yard parking areas should maintain such areas and should not with rear yard parking areas to the greatest extent feasible.

Standard 2b: Homes should maintain or be constructed with driveways that have minimal paved surface and front walkways that lead directly from the street to the front entrance.

Standard 2c: The paving of front yards (other than walkways and driveways) and the use of any space between the front of the house and the front property line (regardless of setback requirements) for parking is inappropriate.

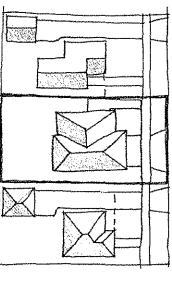
Standard 2d: Driveways within the front yard should be no wider than the separation between the house and the side yard lot line.

## **Building Design**

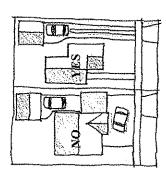
Guideline 3: Facilitate a sense of community and neighborhood security by encouraging the orientation of buildings toward the street and by encouraging a high level of transparency.

Standard 3a: Front entrances on existing homes should be preserved to the greatest extent possible and should not be obscured or removed through additions or re-modeling. Standard 3b: Existing front porches on homes should be preserved. New homes should be designed with front porches or front entrances that are well defined by architectural features such as canopies, columns or entry patios. The filling-in of existing front porches is inappropriate. Standard 3c: Homes should be designed with a high degree of transparency by including windows along all facades. Windows on existing homes should be maintained to the greatest extent feasible with regard to window type and the size of openings. The alteration of window openings along facades that are visible from the street is inappropriate. Guideline 4: Most neighborhood streets have been developed with single-story homes or homes with a subordinate attic-style second floor. While second floor additions may be appropriate, special attention should be paid to scale, massing and the location of second-floor area. Encourage a cohesive neighborhood character by building new structures and additions at a scale that is appropriate to the street and the surrounding neighborhood context.

Standard 4a: Locate additions to the rear of existing structures whenever possible, away from the front façade of an existing building.



Inappropriate: The new home in the middle disrupts the prevailing front setback and provides parking at the front with a subordinate side entrance for pedestrians.



The house at left provides excessive paved surface in the front for car parking and a car port that appears tacked-on. The home at right maintains a historic Hollywood driveway and maximizes green space in the front yard.

Standard 4b: Additions should be compatible in form with the existing structure although visually Second floor additions shall be set back from the front of the existing residence in such a way that the existing roofline and other significant architectural features are preserved, and should be designed so as to be visually unobtrusive. subordinate in massing.

Standard 4c: Addition roof forms and building shapes should be consistent with those of the existing structure.

Standard 4d: The original rooflines of the front façade of a structure should remain readable and not be obscured by an addition.

Standard 4e: The scale, roof form and architectural style of new structures should be consistent with the surrounding neighborhood context.

# Architectural Features

Guideline 5: Emphasize pedestrian orientation and accessibility by creating well-articulated, inviting entrances to homes and by orienting homes toward the street. Standard 5: Emphasize front entrances through architectural features such as front porches, awnings, columns and/or prominent walkways.

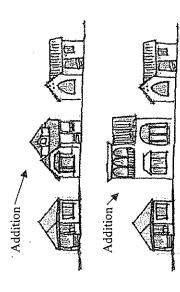
have Encourage architectural compatibility by designing additions and infill projects to compatible architectural features. Guideline 6:

Use compatible window and door patterns, openings and materials on additions to existing homes. Standard 6a:

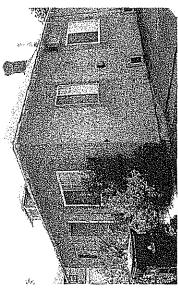
Standard 6b: Additions to existing structures should be architecturally compatible with the existing architectural style of a home and should not drastically alter or modify the existing structure

features, finishes, and construction techniques or examples of craftsmanship that characterize an existing Guideline 6: New homes should be built with a high level of craftsmanship and attention to detail and should contribute in a positive way to the character of the surrounding neighborhood. Distinctive materials, structure should be preserved or replaced with designs and materials that match the original where Building modifications or new construction that diminish the architectural integrity of existing buildings or streetscapes should be avoided. modifications to an existing structure are proposed.

Standard 6a: Materials such as stone, brick, tile, wood siding and natural wood finishes on existing structurally viable buildings should not be painted over, removed or otherwise obscured



The addition at top is minimally disruptive to the style of the house and the character of the street. The addition at bottom dramatically alters the house and the prevailing single-story character of the street.



The original window openings have been altered and the accompanying sashes and sills have been removed resulting in a house with out of scale fenestration that is inconsistent with the neighborhood.

Standard 6c: New homes should be designed with window configurations that are appropriately scaled to the size of the façade; include sills and frames; and are arranged in cohesive patterns through topalignment, even spacing and symmetry where appropriate.

instances a three-color paint scheme for body, trim and accent pieces is preferred. Overly bright paint colors, and fluorescent paint colors shall not be used. Colors such as beige, white and gray that In many Standard 6d: Where appropriate paint colors should accentuate architectural features. produce glare, should be used sparingly. Standard 6e: All vents, gutters, down spouts, etc. should be painted to match the color of the adjacent surface, unless being used expressly as a trim or accent element.

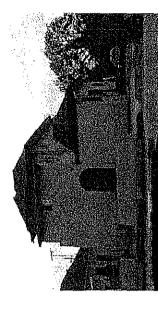
### Landscaping

Yards should be landscaped and maintained to an extent that encourages use and enhances the livability of Guideline 7: Encourage the use of front yards as a transition between private and public space, that contribute to the overall visual quality of the individual home and the surrounding neighborhood context. residential structures. Standard 7a: Improve all open areas not used for approved parking, walkways or driveways with landscape features such as turf, trees, flowering plants and shrubbery. Drought tolerant plants are

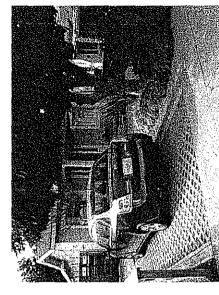
Develop front yards with a prominent front walkway that leads directly from the sidewalk to the pedestrian entrance. Walkways should not exceed 5 feet in width and shall be improved with stamped concrete, brick, tile, stone or other such decorative surfaces. Standard 7b:

Standard 7c: Improve a minimum 75% of the area between the front of the house and the front property line (regardless of front yard setbacks) with landscape features such as turf, trees, flowering plants and shrubbery. Drought tolerant plans are preferred.

Standard 7d: When paving driveways, utilize pervious or semi-pervious surfaces such as Portlandcement concrete, grass-crete, Hollywood-driveways (tire-wide paved strips with grass running up the middle) or stone/grass surfaces to the greatest extent possible.



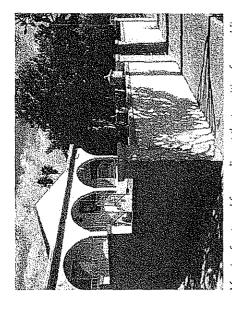
This home has been stripped of most of its original architectural features resulting in a blighting effect on the surrounding neighborhood.



This driveway utilizes grass-crete which increases rain water permeability and adds an attractive landscape feature to the front yard.

Standard 7e: Front yard fences shall not exceed the height permitted by the Zoning Code and should be comprised of transparent materials such as darkly colored (black or dark green) non-decorative wrought fron. Where Yard Adjustment Variances have been granted by the Zoning Administrator to allow over-height fences, such fences should be constructed only of materials enumerated above. Standard 7f: Concrete block walls, concrete block pilasters, chain link and overly decorative and/or brightly colored wrought iron should not be used for front yard fences or any fences along a public

Standard 7g: Trash and recycling bins shall be kept out of view from the pubic right-of-way and should be stored in the rear yard area



Massive front yard fences disrupt the transition from public to private space and obscure neighborhood vistas.

# INDUSTRIAL GUIDELINES AND STANDARDS

### Site Planning

orienting buildings to the street, where appropriate, and providing pedestrian amenities and or visual Guideline 1: Encourage an inviting pedestrian environment that provides linkages within and through industrial areas by locating structures with a consistent setback (as much as the Zoning Code will allow), buffers along the front of buildings and yards. Standard Ia: New buildings along San Fernando Road should be sited to accommodate a 5-foot to 15-foot landscape buffer. The Landscape Buffer should be improved consistent with the Landscape Guidelines.

projects should act as a transition between front setbacks of varying depths and in unifying the overall Standard 1b: In cases where existing buildings along a street front have varied front setbacks, infill rhythm of the streetscape, while still maintaining a minimum 5-foot setback.

traffic. Buildings should be oriented toward the street to the greatest extent possible so as to maintain a Guideline 2: Industrial streets within the district tend to contain a variety of building types and uses and because of their proximity to residential neighborhoods, schools and parks attract a high level of pedestrian clean, cohesive and lively streetwall.

Standard 2a: Buildings should have primary entrances that face the street to the greatest extent possible. Standard 2b: Loading and service areas should be located away from public streets and screened from adjacent residences to the greatest extent possible.

Standard 2c: Industrial uses that have office space, sales areas or any other such uses should orient such uses toward the front of the property to the greatest extent possible.

## **Building Design**

of a variety of forms, contrasting shapes and should employ attractive and complementary buildings materials and architectural features. The massing and proportion of buildings at ground level along the appearance and should be representative of an overall architectural theme. Buildings should be composed Guideline 3: The design of all buildings should be of a quality and character that improves community public right of way should be at a pedestrian scale.

length and every 15 feet in vertical length, created by a change in plane, incorporation of an Standard 3a: Provide breaks in plane for all exterior building elevations every 20 feet in horizontal architectural detail or a change in material. Aluminum framed windows or doors that are flush with he plane of the building do not constitute a change in material or break in the plane.

Standard 3b: Provide articulation in the form of vertical changes in plane or variation in gables for all rooflines that exceed 40 linear feet. Standard 3c. Provide structural bays at a minimum of 20-foot intervals for all ground floor storefronts on projects that are greater than 30 feet in length along the street front. Structural bays, at minimum, shall be demarcated by a 3-inch recess. Guideline 4: Encourage an active pedestrian environment by providing a significant level of fenestration and transparency at ground floor building facades along public streets. Standard 4a: Wall openings such as windows and doors should occupy at least 50% of the ground floor street façade and 25% of the ground floor street façade for secondary facades on corner-lot buildings. Standard 4c: Storefronts on existing buildings that have been enclosed or have had windows removed or replaced with smaller windows should be restored to their original appearance to the greatest extent possible.

# Corporate Identity Architecture

Buildings in the District should contribute to the architectural integrity of the surrounding area. Buildings used for franchise-type restaurants, retail space or other commercial uses that traditionally nave a pre-determined corporate architectural identity should be designed so as to be consistent with the CDO Design Guidelines and Development Standards. Guideline 5:

Standard 5: All projects, including those related to franchise or corporate establishments shall be designed to comply fully with the Design Guidelines and Development Standards.

# Architectural Features

Exterior Surface Materials & Colors

Guideline 6: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and materials that

match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided

Standard 7a: Materials such as stone, brick, tile and natural wood finishes on existing structurally viable buildings should not be painted over, removed or otherwise obscured.

character defining architectural elements should be preserved and should not be painted over, removed Standard 7b: Decorative features such as corbels, friezes, transom windows, pilasters and other such or concealed by building additions, structural elements, signage or facades. Guideline 8: Building façades should be constructed of high quality materials that communicate a sense of permanence within the area and that are complementary to surrounding buildings and features.

Standard 8a: Plywood siding and heavily textured stucco should not be used on building exteriors.

stucco should integrate additional building materials into the façade and/or shall utilize more than a Standard 8b: Stucco should not comprise more than 80% of a building façade (as viewed from an elevation façade projection, not counting door and window area). Projects that propose the use of single color of stucco Guideline 9: Building material and paint colors should be attractive and complementary to the surrounding buildings and features. Standard 9a: A three-color paint scheme is generally encouraged; applying complementary colors to the body, trim and any accent features on the structure. Standard 9b: Colors such as white and light shades of gray and tan, as well as overly bright colors, when applied to the body of a structure, can produce glare and should be used sparingly. Fluorescent colors are inappropriate.

Standard 9c: All vents, gutters, downspouts, flashing, electrical conduits etc. should be painted to match the color of the adjacent surface unless being used expressly as a trim or accent element.

### Storefront Entrances

Guideline 10: Entrances along public streets for industrial uses are encouraged. When used, they should be designed so that they are a predominant architectural feature on the building façade and so that they create an inviting entrance to the building. Entrances should be enhanced through architectural treatments such as canopies above the doorway, individual awnings or placement of appropriate signage above the entryway. Standard 10: Emphasize building entrances that are found along public streets through architectural features such as canopies, pilasters or other similar features.

### Storefront Windows

Guideline 11: When commercial uses are proposed along Industrial streets, storefront windows should maintain their transparency through the choice of glass material and careful placement of window signs.

Standard 11a: Recess new storefront windows at least 3 inches from the front plane of the building.

Standard 11b: Use no more than 10% of storefront window surfaces for internally or externally posted signage regardless of the duration of the signage.

## Awnings and Canopies

Guideline 12: Add visual interest to storefronts and facades through the use of high-quality awnings and canopies that provide articulation in the street wall. Awnings should be designed to complement buildings and individual structural bays.

Standard 12a: Plastic, vinyl and other similar materials should be not be used on storefront awnings.

Standard 12b: On storefronts that are greater than 25 feet in length, provide one awning or canopy where for each structural bay where such bays exist. Avoid single awnings or canopies for buildings that are greater than 25 feet in length. Standard 12c: Signs on awnings and canopies should be permitted only on the valance. The valance should be a maximum of 8 inches with lettering and logos being a maximum of 6 inches high.

Standard 12d: Awnings or canopies should not conceal architectural features such as decorative grille work or transom windows and should be designed so as to be architecturally compatible with the structure on which they are to be attached.

### ooflines

Guideline 13: Rooflines should be designed so as to add interest to the building façade and to complement the surrounding area. Monotonous rooflines should be avoided. Standard 13: Provide architectural relief for all rooflines that exceed 40 linear feet, either through a change in depth or height, the application of gables, dormers, changes of material or other types of articulation.

### Graffiti

Guideline 14: Use exterior surface materials that will reduce the incidence and appearance of graffiti.

Treat exterior walls with graffiti resistant or detouring surfaces such as specialized coatings and the installation of vegetation. Standard 14a:

Cover storefront windows on new structures with graffiti resistant film or other specialized coatings so as to protect them from vandalism. Standard 14b:

# Free Standing Walls & Fences

and should be compatible with surrounding structures. Walls should provide security and enclosure to the Guideline 15: Freestanding walls should contribute to the architectural integrity of the surrounding area extent necessary but should not create impermeable compounds as viewed from the street and should not communicate a general lack of security about the district. Standard 15a: Provide a break in plane for all free standing walls using an architectural detail such as pilasters, patterned block or other articulation in 20-foot intervals. Standard 15b: Construct all freestanding walls of materials that are compatible with surrounding buildings.

Standard 15c: Chain link, barbed wire, corrugated metal and other similar materials should not be used for fences along public streets. Standard 15d: Free standing walls or fences should not use barbed or razor wire to adorn the tops of walls within view of public streets. Pointed wrought iron is encouraged where fencing is needed to provide security to a site.

Standard 15e: Fences along public rights of way may only be constructed of highly transparent materials such as non-decorative/darkly colored wrought iron. Block walls and fences with block pilasters should be avoided.

### Landscaping

compliance with the Landscape Guidelines. To simplify the review process, applicants should first review subsequent amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Landscape Ordinance and its accompanying Guidelines are attached to this document as Appendix 1. The Design Guidelines and Development Standards found herein add to the City's existing Landscape Guidelines. Compliance with the following Design Guidelines and Development Standards does not necessarily imply landscaping for compliance with the City Landscape Guidelines and should then review landscaping for All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any compliance with the CDO.

### General Landscaping

surface runoff during rainy periods. Projects should provide landscaping that complements existing Guideline 16: In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes architecture, provides shade to pedestrian areas and that provides a high level of surface permeability.

Standard 16a: Projects shall comply with the City Landscape Ordinance and the accompanying Guidelines. Standard 16b: Improve the required 5-15 foot setback along San Fernando Road with landscaping that complies with the City Landscape Ordinance and the accompanying Guidelines.

### Signs

All projects are required to comply with the City of Los Angeles Sign Ordinance found in Chapter 62 of the City Building Code. The Design Guidelines and Development Standards found herein add to the City's existing Sign Ordinance. Compliance with the following Design Guidelines and Development Standards Standards, though such a sign would still be subject to the square footage requirements found within the does not necessarily imply compliance with the Sign Ordinance; for instance the use of individually cut externally illuminated channel letters would comply with the Design Guidelines and Development Sign Ordinance. To simplify the review process, applicants should first review proposed signs for compliance with the Sign Ordinance and should then review proposed signs for compliance with the CDO.

## Simplicity and Quality

typography and artistic images. Signage that contributes to a cluttered, non-cohesive or unprofessional Guideline 17: Signage should be simple, expressive and of high quality with regard to construction, appearance diminishes the quality and commercial viability of the District and should be avoided Standard 17a: Individual businesses and institutions should have no more than one wall sign per elevation unless a special circumstance exists whereby a single wall sign would not be universally visible from the public right of way.

Standard 17b: Individual sings should utilize a consistent and thoughtful color scheme. Generally business signs should not utilize more than three colors.

Standard 17c: Wherever multiple business signs exist on a single wall or monument sign the sign should utilize a uniform background color.

Standard 17d: The use of fluorescent colors in signs is prohibited

Standard 17e: Hand-painted lettering should be administered by a professional sign painter and should be comprised of typography and images that are uniform in point size, kerning and overall appearance and are produced from an identifiable font. Lettering and iconography produced by spray-on paint or air brushes is prohibited.

### Mural Signs

the District as a whole. Furthermore, such signage can be an important expression of the unique artistic Guideline 18: Mural signs can contribute to the appearance of individual buildings, street frontages and and cultural identity of the District. Mural signs should be allowed when they are created with a high level of artistic quality and do not diminish the architectural integrity of a historic building.

Signs in Section 3 of this document) must be approved by the Department of Cultural Affairs and may Standard 18a: Murals that are not intended as part of business signage (and are not defined as Mural in no way include onsite or offsite commercial advertising or imagery.

Standard 18b: Mural signs may cover up to 30% of a building façade, however such area shall include the permitted wall sign area. Mural sign area that exceeds the square footage allowed for wall signs may not include signage text, logos or other such commercial renderings such as drawings of individual products sold within a store.

transoms, pilasters, un-painted masonry, windows or other such character defining features of an Standard 18c: Mural signs should not cover or obscure unique architectural features such as corbels, historic building.

Prohibited and Restricted Signs

that draw unnecessary attention to a single use at the expense of the district as a whole or that communicate Guideline 19: Signs that contribute to the appearance of clutter along a street frontage or on a building; a lack of permanence to the District should not be used.

Off-site signage, including, billboards and signs advertising off-site activities, is Standard 19a: prohibited. Standard 196: Pole signs are prohibited. This includes the structural modification of existing signs that increase the height, massing or fascia of existing signs or the addition of poles to existing pole signs. The re-use of pole signs is strongly discouraged and project proponents are encouraged to consider pedestrian oriented signage options such as monument signs. Standard 19c: Temporary banners, streamers, flags not affixed to a flagpole, inflated devices, bubblemachines, rotating devices, and other attention-getting devices are prohibited

Illumination, digital signage and internally light signage that is intended to capture the attention of motorists generally does not invite pedestrian use or prolonged visits to the district outside of immediate Guideline 20: Signage illumination should be used sparingly and at a pedestrian scale. Overly-bright car trips. External illumination for signage is encouraged in lieu of internally light signage.

Standard 20a: Electronic message display signs, except for time and temperature signs are prohibited.

Standard 20b: Internally illuminated canister signs, except for channel letters or logos, and illuminated architectural canopy signs are prohibited. Reverse channel letters or externally light individually cut letters are encouraged in lieu of internally light channel letters.

provided it has no blinking lights, includes no advertising, sign content consists exclusively of time Standard 20c: Any time and temperature sign that is not placed on a building roof, shall be permitted, and temperature information and the face of the sign is no larger than 16 square feet in area.

# Mechanical Equipment

Mechanical Equipment & Loading

Guideline 21: Utilities, storage areas, loading docks, mechanical equipment and other service areas should be screened from the adjacent public right of way. Equipment can be screened from public view through the use of building parapets, landscaping walls and other similar architectural treatments. Plywood and wood lattice screens should be avoided. Standard 21a: Locate all service areas and loading docks at the rear of structures or at the location that is most out of view to the general public and to adjacent residential properties.

Standard 21b: Locate all exterior rooftop and ground level mechanical equipment, including HVAC equipment, exhaust fans and satellite dishes so that they are screened from public view.

Standard 21c: Maintain street-facing window and door openings so that they are unencumbered by mechanical equipment.

Standard 21d: All service areas, such as those used for automobile repair facilities, should be enclosed within a building.

### Security Equipment

Guideline 22: Buildings should be designed with security features that effectively detour criminal activity while maintaining a positive image about the community. When used, security grills should be screened from view during business hours and should be integrated into the design of the building.

Standard 22a: Permanently affixed exterior security grills or bars are prohibited.

Standard 22b: Security grills should be retractable and should recess completely into pockets that completely conceal the grill when it is retracted. Such pockets should be integrated into the design of the building.

Standard 22c: Roll-down security grills that conceal storefront windows are be prohibited.

Standard 22d: Existing security grills and bars, whether retractable or permanently affixed should be painted black or another color that diminishes the appearance of such devices as viewed against the window.

### **Trash Equipment**

Guideline 23: Trash enclosures should be designed so that trash and recycle bins are not visible to the general public. Standard 23a: Enclose all trash collection areas with a minimum six-foot high decorative wall or

Standard 23b: Provide a separate enclosure for trash and recyclable materials.

Wireless Telecommunication Facilities

Guideline 24: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.

Standard 24a: Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

Standard 24b: Roof-top wireless facilities should be located so at to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.



### COMMUNICATION

15/28

TO:

LOS ANGELES CITY COUNCIL

File No. 13-0532

FROM:

COUNCILMEMBER JOE BUSCAINO, MEMBER

INFORMATION TECHNOLOGY AND GENERAL SERVICES COMMITTEE

COMMUNICATION FROM MEMBER, INFORMATION TECHNOLOGY AND GENERAL SERVICES COMMITTEE relative to effectuating the potential direct sale of City-owned property located at 2210-2214 San Fernando Road, to KIA of Glendale.

Recommendations for Council action, pursuant to Motion (Reyes - Rosendahl):

- 1. DECLARE the City-owned property located at 2210-2214 San Fernando Road, Los Angeles, CA 90065 (APN 5457-001-902) a surplus asset.
- 2. DIRECT the Department of General Services (GSD) to immediately initiate the Surplus Property Process and conduct a Class "A" appraisal.
- 3. DIRECT the City Administrative Officer (CAO) to evaluate the feasibility of a direct sale and prepare a report on the feasibility of the direct sale.
- 4. DIRECT GSD, with the assistance of the City Attorney, to take all necessary steps and prepare all required documents to effectuate the potential direct sale of2210-2214 San Fernando Road, Los Angeles, CA 90065 (APN 5457-001-902) to KIA of Glendale.

<u>Fiscal Impact Statement</u>: Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis on this report.

Community Impact Statement: None submitted.

### Summary:

On May 14, 2013, your Committee member considered a Motion (Reyes - Rosendahl) relative to effectuating the potential direct sale of the City-owned property located at 2210-2214 San Fernando Road, to KIA of Glendale. After providing an opportunity for public comment, the Committee member recommended that Council approve the recommendation contained in the motion, as reflected above. This matter is now submitted to Council for its consideration.

Respectfully submitted,

COUNCILMEMBER JOE BUSCAINO, MEMBER

INFORMATION TECHNOLOGY AND GENERAL SERVICES COMMITTEE

MEMBER PERRY BUSCAINO

RRY ABSENT

YES

MAY 2 8 2013 Jontinued to Jay

ME CD 1

13-0532 rpt\_itgs\_5-14-13

ADOPTED

JUN - 4 2013

- Not Official Until Council Acts -

LOS ANGELES CITY COUNCIL

FORTHWITH

Appraisal of NEIS Division Street Shaft Site

2110 and 2130 North San Fernando Road Los Angeles, California

For

City of Los Angeles Asset Management Department 06.14.12

City of Los Angeles Asset Management Department 111 East First Street Room 201, City Hall South Los Angeles, California 90012

Attention:

David Roberts
Property Manager

Ladies and Gentlemen:

This report presents an appraisal of two adjacent vacant properties located at 2110 and 2130 North San Fernando Road, Los Angeles. An individual value was prepared for each property.

The purpose of the appraisal is to estimate the market value of the servient tenement interest of the property as of August 8, 2012, the effective date of this appraisal. The appraisal is subject to particular assumptions concerning the physical characteristics of the properties as outlined on the following page.

Contained within the body of the report are descriptive and analytical data documenting the valuation estimates. Also included are a legal description, definition of market value, statement of limiting conditions and value certification.

Small Parcel: Market value of the servient tenement interest in the small parcel, August 8, 2012, is:

Small Parcel - 7,765 SF @ \$55/SF

\$427,000

Large Parcel: Market value of the servient tenement interest in the large parcel, as of August 8, 2012 and at a future time when sale of the property is permissible by completion of on-site construction:

Large Parcel - 35,565 SF @ \$45/SF

\$1,600,000

The value of the two parcels sold at one time to the same buyer would be the sum of the two individual values or \$2,027,000.

City of Los Angeles Attn: David Roberts

06.14.12 Page 2

The two parcels have not been appraised in their as-is condition. The following assumptions have been made concerning particular physical circumstances of the properties:

- (1) The small parcel is not legally subdivided, and it is therefore assumed that the small parcel can be rendered a legal parcel by action of the City of Los Angeles.
- (2) It is assumed that on sale either or both parcels will be encumbered by a right of access easement to the City of Los Angeles concerning the NEIS improvements on the site. The future construction is planned beneath the subject properties and maintenance access will be required into the unlimited future.
- (3) Rights to use the surface of the smaller parcel for the construction of commercial improvements have been approved by the City of Los Angeles Department of Public Works, Bureau of Sanitation. No such approvals have been granted the larger parcel and it is thereby assumed that the highest and best use of this site will be vehicle sales display and storage. Such use will provide immediate access to the subterranean area of the site.
- (4) Both small and large parcels suffer from environmental contamination in the form of gasoline hydrocarbons. Elevated concentrations of TPH-g and MTBE have been identified. It is assumed that, prior to sale of either of the two properties, remediation of the problem will have occurred or financial arrangements necessary to accommodate a workable solution will be a part of the acquisition.
  - It is assumed the buyer will not bear a financial or legal responsibility for remediation of the environmental contamination on the site.
- (5) The value of the larger parcel has been expressed in terms of today's market conditions even though sale of the property will occur at an unknown future date based on construction scheduling. It is assumed that market value expressed during August of 2012 will be representative at the future date of sale.

City of Los Angeles Attn: David Roberts

06.14.12 Page 3

The report is a summary appraisal which is intended to comply with the reporting requirements set forth by the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

The intended use of the appraisal is to form valuation information for proposed acquisition of all or part of the subject property by CA Automart Group, Inc. doing business as Glendale Kia. The intended users of this report are the client, City of Los Angeles, its officers, administrators, and employees of appropriate municipal agencies. This appraisal has been prepared for the exclusive benefit of the above-named client and stated intended users. It may not be used or relied upon by another party. Any party who uses or relies upon any information in this report without the preparer's written consent does so at his own risk.

Respectfully submitted,

Norman Eichel, MAI

California State Certification AG008794

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### PRINCIPAL FACTS AND CONCLUSIONS

Location:

2110 and 2130 North San Fernando Road, Los Angeles

Assessor's Parcel No.:

2110 San Fernando Road - 5457-001-901

2130 San Fernando Road - 5457-001-902 (portion)

Thomas Guide Map:

L.A. Pg. 594-G4

Land Description:

Area:

2110 San Fernando Road – 35,565 SF

2130 San Fernando Road - 7,765 SF

Zoning:

[Q]M1-1-CDO

Topography:

Level at curb grade; above grade of adjacent property to north

Off-sites:

All installed

Utilities:

Present to site

Improvements:

Type:

Asphalt paved lot for auto marketing; chain link fence along

rear boundary

Signboard:

Excluded for purposes of the appraisal

Highest and best use:

Strip commercial, light industrial; household and auto service;

wholesale to the public; existing use in association with

adjacent Kia car dealership

Market value:

Date of value

August 8, 2012

Small parcel

2130 San Fernando Road

\$ 427,000

Date of value

August 8, 2012 or future

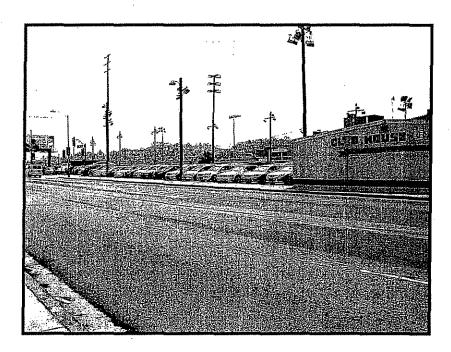
Large parcel

2110 San Fernando Road

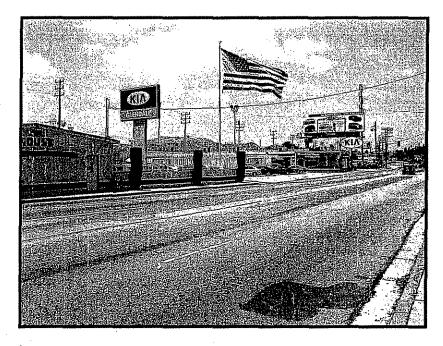
\$1,600,000



### **SUBJECT: 2110-2130 SAN FERNANDO ROAD**

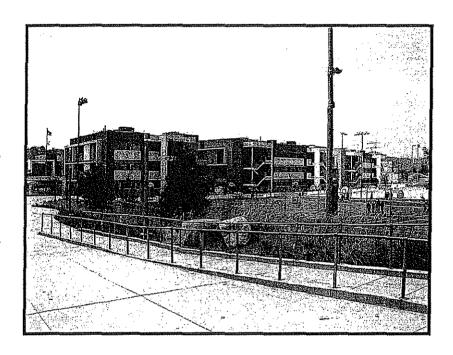


San Fernando Road Frontage APN 902



Kia Dealership Adjacent to APN 902

### SUBJECT: 2110-2130 SAN FERNANDO ROAD



Sotomayor Learning Academy

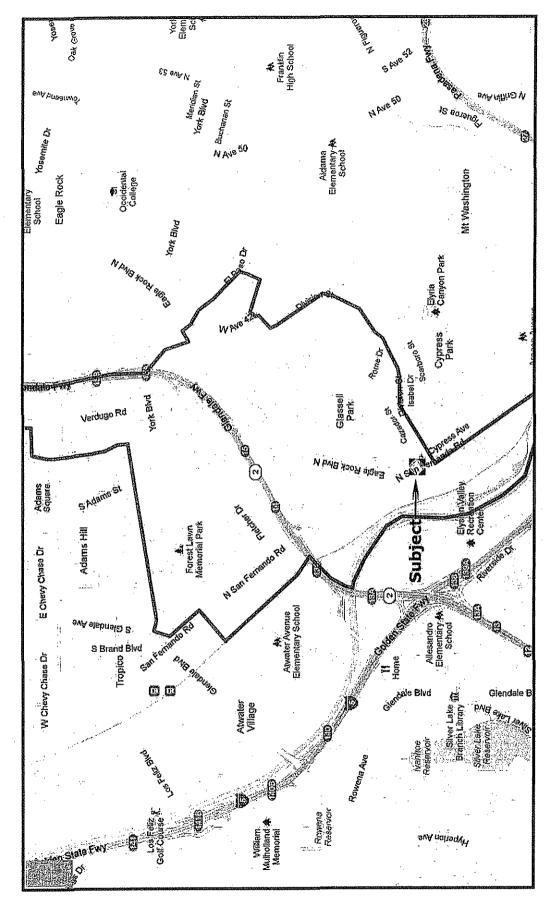


South Part of APN 901 LAUSD Driveway Signboard Excluded from Value

## SUBJECT NEIGHBORHOOD MAP

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## MAP OF GLASSELL PARK



### THE VALUATION ASSIGNMENT

### **Objective**

The purpose of the appraisal is to estimate the value of two adjacent properties located at 2110 and 2130 North San Fernando Road, Los Angeles. The appraisal consists of the valuation of each parcel considered separately – 2110 North San Fernando Road – and the valuation separately of the parcel located at 2130 North San Fernando Road.

### Interest Appraised

The servient tenement interest in the property encumbered by the assumed easements, zoning and deed restrictions as described herein, if any, is the subject of the appraisal report.

It is assumed that, if the property trades to the proposed buyer, an easement will be created whereby the seller, the City of Los Angeles, a servient tenement interest, will provide restricted surface rights to the buyer, a dominant tenement interest. It is envisaged that the easement will be perpetual dealing with the surface and subsurface rights of the fee simple interest.

In the case of the smaller of the two properties, the buyer's easement rights will allow construction of an improvement characteristic of those buildings and yard improvements typically found on automobile dealerships.

No construction will be allowed on the remainder of the property, that is, all the area to the east of the smaller property. Rights of access to the subsurface sewer devices will be maintained by the City on the total area of both parcels. .

### Effective Date of the Value Estimate

The effective date of value is August 8, 2012; the value is based on market data and other pertinent information gathered and analyzed on or about this date.

### Intended Use and Users

The intended use of the appraisal is to form valuation information for proposed acquisition of all or part of the subject property by CA Automart Group, Inc. doing business as Glendale Kia. The intended users of this report are the client, City of Los Angeles, its officers, administrators, and employees of appropriate municipal agencies. This appraisal has been prepared for the exclusive benefit of the above-named client and stated intended users. It may not be used or relied upon by another party. Any party who uses or relies upon any information in this report without the preparer's written consent does so at his own risk.

### **Date of Inspection**

Norman Eichel, MAI inspected the property on April 2, 2012 and other occasions.

### **Market Value Definition**

Market value as per Title XI of the Financial Institution Reform, Recovery and Enforcement Act of 1989 (FIRREA)<sup>1</sup> is defined as:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition are the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- buyer and seller are typically motivated;
- both parties are well informed and well advised, and acting in what they consider their best interests;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

### As-Is Value Definition

The as-is market value on the appraisal date is an estimate of the market value of the property in the condition observed upon inspection and as it physically and legally exists without hypothetical conditions, assumptions or qualifications as of the date the appraisal is prepared.

The subject property has not been appraised at its as-is value. Assumptions have been made concerning certain physical characteristics of the properties. These are outlined in the letter of transmittal and later in the report.

### Scope of Work

• Data Gathering: The data gathering phase of the assignment included an interview with David Roberts of the City of Los Angeles, Asset Management Department, Stephanie Roberts, Civil Engineering Associate, Bureau of Sanitation, Waste Water Engineering Services Division, and Ali Poosti, Division Manager, Bureau of Sanitation, Waste Water Engineering Services Division, and Scott Hare, Environmental Engineer, Bureau of Sanitation, to obtain information concerning the current character and history of the NEIS subterranean sewer structure existing on the mideast portion of the site and plans for maintenance and construction of future extensions.

I Source: Office of the Controller of the Currency under 12 CFR, Part 34, Subpart C - Appraisals, 34.43 Definitions (f).

Zoning and issues of entitlement were provided by the appropriate jurisdiction. Property maps and plats were obtained from the local Assessor's office or title company or sources within the Bureau of Engineering, Geotechnical Engineering Division.

The site was visited to gather data concerning property characteristics as well as factors of neighborhood influence.

 Comparable sales were gathered by reference to published sources such as CoStar Group and RealQuest property records, title information and direct interviews with real estate brokers and property owners. Data thus obtained were assimilated with information contained in our files from past appraisals and research studies.

Throughout the data gathering process, an attempt was made to obtain information from primary sources only; secondary sources were utilized only as a matter of verification.

- Data Analysis: Initially, overall factors concerning the current state of industrial and commercial
  real estate, interest rates, employment and demographics were explored and encompassed in the
  valuation process. Market data were adjusted for physical and location equivalence to the subject
  thereby developing indications of direct comparisons of value to the subject. A valuation was
  developed by employing these data in a standard market data technique of valuation. Standards
  uniformly accepted by the appraisal profession were employed.
- Evaluation: The value indications were then reconciled in consideration of all data gathered and analyzed to provide a final indication of market value. Special assumptions were made allocating the fee simple interest between the use characteristics of the servient and dominant tenement interests.
- Reporting Process: To develop the opinion of value, the appraisers performed a summary appraisal, which is intended to comply with the reporting requirements set forth by the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Standards Board of the Appraisal Foundation.

### DESCRIPTION OF GLASSELL PARK

### Location

The subject property is located in Glassell Park, a community area within incorporated Los Angeles City. Glassell Park is bisected by the Glendale Freeway and Eagle Rock Boulevard. Neighboring communities are Atwater Village, Cypress Park, Eagle Rock, Echo Park, Elysian Park, Glendale, Mount Washington and Silver Lake.

The subject property is located on the southwest side of San Fernando Road at the east edge of the community as it joins Cypress Park.

Downtown Los Angeles is a few miles distant to the southwest.

### Accessibility

The community is principally accessed from Interstate 5, the major intra-urban arterial in the area. I-5 intersects with the Glendale Freeway. Direct access to San Fernando Road and the subject property is available from the Glendale Freeway – on- and off-ramps – immediately north of the I-5 Golden State Freeway.

### **General Description**

Glassell Park is a middle-income community, primarily a bedroom area for urban employment sources in central Los Angeles. Ethnicity is diverse with primary influence by Latino -66 per cent and Asian -17 per cent.

Glassell Park had a population of 24,816 in 2008, based on Los Angeles Department of City Planning estimates.

Median household income in 2008 was \$50,098, about average for the City of Los Angeles but low for the County.

### Neighborhood

The subject property is located on San Fernando Road, a major arterial extending from industrial areas north of Downtown Los Angeles northerly through the southerly part of Glendale into Burbank and beyond to the north.

The area for several miles on either side of the subject property consists of strip retail, wholesale distributorships to the public, auto or household service outlets or light industrial uses.

The subject neighborhood is dominated by the Sotomayor Learning Academy, a distinctive facility with five high schools concentrating on diverse educational specialties. This institution is situated in the former railroad right of way southwest of the corner of San Fernando Road and Division Street. To the east of this intersection is a large FedEx terminal facility.

The Kia auto dealership occupies the area to the north of the subject property to the Eagle Rock intersection.

The east side of San Fernando Road near the subject is occupied by such uses as a Donut Factory; a small corner shopping center with a Real Restaurant; a medical clinic and a for-lease space. The northeast corner of Cazador Street is a coin laundry with a Fuel Stop SC gas station on the opposing corner adjacent to a village area with a food mart, Lotto store, a liquor store and a Tacos La Fonda. Continuing east is an industrial building subdivided into artists lofts. The northeast corner of Division Street has the Armenian Carpet Warehouse. Other secondary uses prevail farther to the south.

The nearest 100 per cent corner would be the intersection of San Fernando Road and Eagle Rock Boulevard, the location of the Kia auto dealership.

### OVERVIEW OF APPRAISAL

The properties to be appraised are owned by the City of Los Angeles and consist of two contiguous vacant parcels located on the west side of San Fernando Road near the intersection of Eagle Rock Boulevard, community of Glassell Park. This location is along a secondary commercial strip on San Fernando Road extending from Glendale on the north into the downtown Los Angeles industrial district terminating near Dodger Stadium.

Both properties are level and zoned for M-1 manufacturing use. This zoning designation allows MR-1 and enclosed C-2 commercial uses. All utilities are available. The smaller of the two properties is adjacent to the south boundary of a Kia dealership. It has 60 feet of frontage on San Fernando Road and 7,765 square feet of surface area.

The second property adjacent to the south of the first contains 35,565 square feet not including a portion previously acquired by the LAUSD for a turn lane into the grounds of the Sotomayor Learning Academy.

The first parcel of 7,765 square feet has been designated by the Bureau of Sanitation as excess property and capable of sale. The Kia dealership has expressed interest. The Bureau of Sanitation will encumber the property with an easement affecting subterranean access to the public sanitation facilities, but will allow construction on the site.

There are unusual physical characteristics of these properties. First, a hazardous environmental waste problem affects both properties. A study of this situation has been made by Brown and Caldwell, an environmental engineering group. It has been assumed, for purposes of the appraisal, that environmental hazard is not considered detrimental to the valuation of either of the two Los Angeles City properties. Complete responsibility for remediation will be borne by the City.

The second or larger piece of 35,565 square feet is the location of the Division Street shaft site, a device extending more than 100 feet subterranean. The encompassing land will be used at a future date for construction of sewer lines to tie into the existing structure at the 100-foot depth. The site in its current vacant state is usable for vehicle inventory storage and display. In fact, the Glendale Kia dealership has leased a portion of the property containing 22,628.6 square feet with a termination August 1, 2015.

A construction program involving the second parcel is planned according to information provided by Stephanie Roberts of the Bureau of Sanitation. We are informed that planning is underway and the first phases of construction will begin during late 2015. The completion of the project demanding use of the site is projected to terminate in 2025. We are also informed that this property would not be available for sale during the construction period. At the end of the construction, the property could be sold under the assumption of use of the land for sales display and vehicle storage but with easements demanding full accessibility to the sewer shaft and tributary sewer lines.

The values of the two sites are based on the following assumptions:

Small Parcel – physically capable of accepting a new structure similar to those retail or wholesale
to the public land uses in the area; easement allowing subterranean sewer construction and access
for repairs.

Market value is not discounted for sewer construction because of extreme depth and unlikelihood of necessity for access because of proximity to shaft.

Large Parcel – not physically capable of accepting construction; highest and best use is based on
auto sales display and storage. Land values for such properties compete favorably with properties
acceptable for typical low-density commercial use.

An attempt was not made to value the property during the period of construction when the land is obviously not capable of any use other than construction work area and material storage. The value provided is the market value of the property in today's dollars suitable for a market transaction when maximum use of the property can be gained.

We are informed that the Bureau of Sanitation would not sell the second parcel until completion of construction. There are investment techniques by which this property could be controlled by a new ownership allowing rights of use for construction to the City of Los Angeles during specified time periods. Options to purchase or specially-worded leases are often used in these situations.

### **USE RESTRICTIONS**

The subject property is owned by the City of Los Angeles and the ownership relates directly to a specific municipal service provided by the community, a regional septic disposal system.

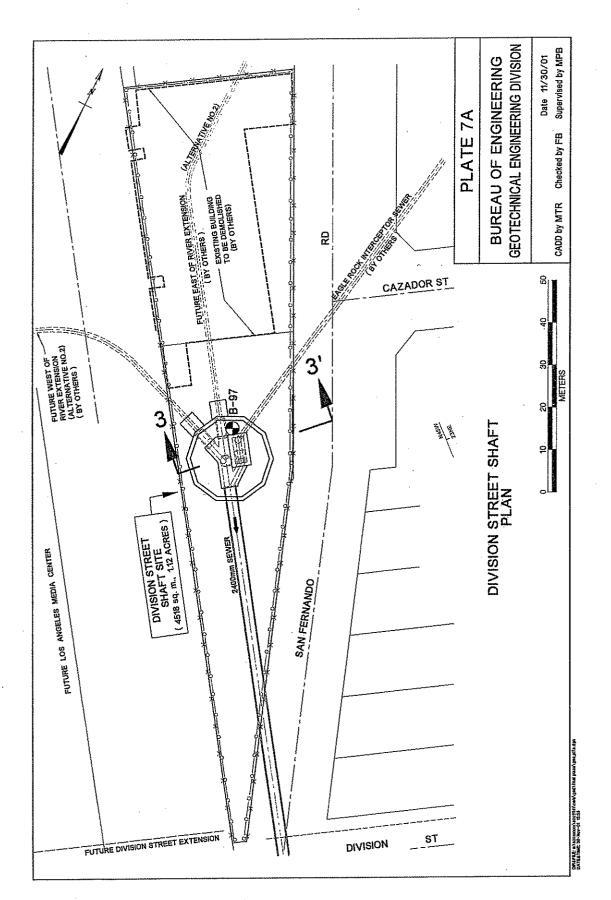
Known as the Division Street Shaft site, the subject property is the location of an important functioning element of the Northeast Interceptor Sewer project (NEIS). The NEIS is part of a sewer system that provides hydraulic relief for the existing North Outfall Sewer (NOS), located in the northeast communities of Los Angeles. The tunnel has an excavated diameter of 13 feet and is 5.3 miles in length. The finished diameter of the tunnel is just under 8 feet. Construction of the existing facilities was completed in 2005 and the tunnel is currently in operation (Zernich et al., 2005).

Planning for future construction of the shaft system is to be completed by the end of 2015, which date corresponds to the termination of an existing lease on the property with the Kia dealership (CA Auto Mart Group, Inc, dba Glendale Kia). Glendale Kia is using the site for sales display purposes and vehicle inventory storage. Additionally, they have expressed interest in purchasing the adjacent small parcel (7,765 square feet) as described elsewhere in the report.

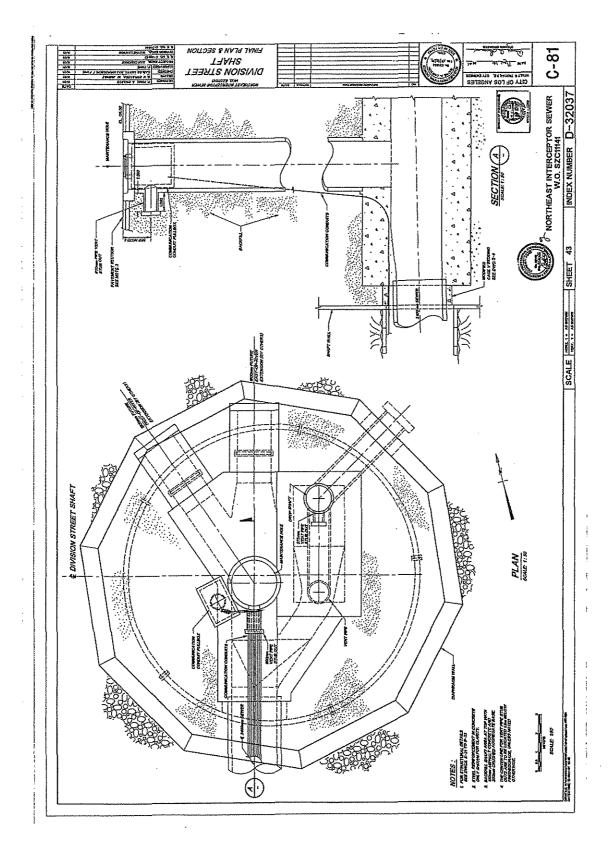
The construction involves the connection and extension of three new lines approximately 100 feet deep: (1) future west of river extension; (2) future east of river extension which extends through the small parcel at approximately 100 feet of depth; and, (3) Eagle Rock Interceptor Sewer. The surface of the large parcel will be required for subterranean excavation, stock piling of material and storage of vehicles and equipment utilized in the construction. The Los Angeles City Bureau of Sanitation is unwilling to sell the large parcel until completion of construction, now estimated at 2025.

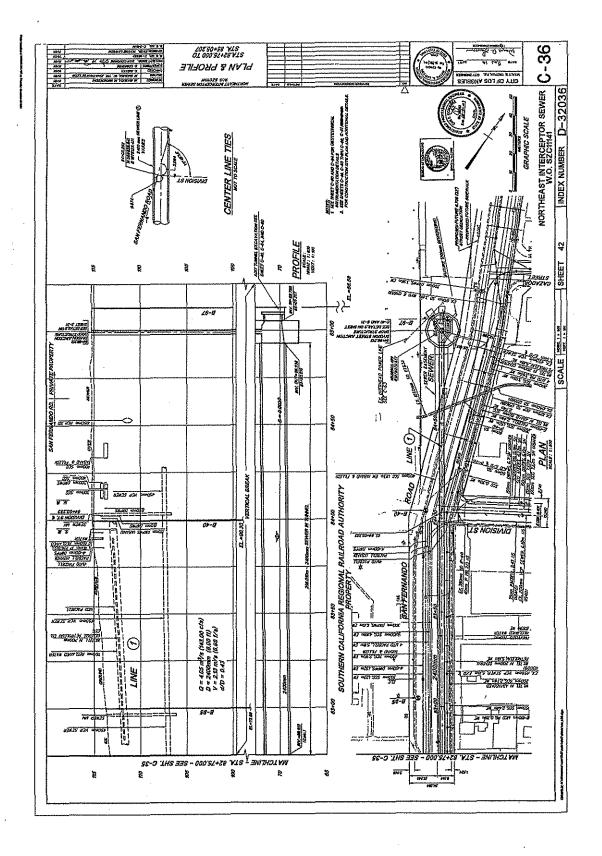
The use of the large parcel, were it to sell in the open market, would likely be limited to its current use, that is, vehicle sales display and storage. Long-term control of this property is sought by the Bureau of Sanitation because of access issues dealing with repair or clean-out, especially important at this central shaft. Any such use of the site by the government could easily be accommodated were the use of the site limited to auto parking.

Shown on the following three pages are graphics relating to the Division Street shaft site.



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### **ENVIRONMENTAL CONTAMINATION**

The subject property was the object of a study of hazardous soil conditions by Brown and Caldwell, an environmental engineering group, for the Water Engineering Services Division of the Department of Public Works, Bureau of Sanitation. The basic narrative report, along with appropriate maps, is presented in the addenda. A summary of the report findings is quoted below:

"The purpose of this assessment was to identify the potential source(s) of the TPH-g, soil, soil gas, and groundwater samples were collected on site (including the two former USTs) and on San Fernando Road (near the service station) to help determine the potential source(s). The result suggests TPH-g is likely from the service station on the northeast side of San Fernando Road at 2135 San Fernando Road (across the street from the site). This is based on the following:

- Elevated concentrations of TPH-g and MTBE were detected in soil, gas and groundwater samples
  collected in San Fernando Road (VP1 and VP2). Elevated concentrations of MTBE were
  detected in soil samples collected in San Fernando Road. The presence of MTBE may indicate
  that the source was gasoline fuel used between the late 1970s and early 2000s.
- Results from ZYMAX (a forensic laboratory) detected the most gasoline compounds from samples collected in San Fernando Road (VP2).
- Isotope analysis from groundwater sample VP2 indicates that the ratios of all the BTEX components are not likely from a California source. In fact, the carbon isotope ration of benzene was determined to be similar to the isotopic signature of North Slope Alaska oil.
- Elevated concentrations of TPH-g and MTBE have been detected in soil samples near the former USTs at the service station (Daly Environmental Services, 1999\*). Concentrations of TPH-g and MTBE were up to 2,838,000 ug/kg and 21,680 ug/kg, respectively. Since a work plan is in place to conduct soil and groundwater assessment at the service station (Atlas Environmental Engineering, Inc. 2012\*\*), it is unlikely that soil and groundwater have been remediated.
- Tank closure has been granted by the RWQCB for the on-site USTs. Soil results for BTEX, MTBE and TPH-g from samples collected within the footprints of the former USTs (VP5 and VP9) were not detected."

<sup>\*</sup> Daly Environmental Services, June 25, 1999. Underground Storage Tank Closure Report. Serkis Arco Station, 2135 San Fernando Road, Los Angeles, California.

<sup>\*\*</sup> Atlas Environmental Engineering, Inc., September 28, 2011. Work Plan for Site Assessment. Serkis Arco, 2135 San Fernando Road, Los Angeles, California.

From the above and additional data presented in the Addenda, the existence of environmental problems on the subject property is well documented. Nevertheless, remediation of both parcels is physically and financially within the realm of possibility. The City currently is remediating for volatile organic carbons. Additional engineering just conducted by Brown and Caldwell deals with cost and methodology of further remediation.

Remediation cost and methodology will be available in the immediate future.

Again the valuations presented in this report assume approved remediation and full usability of both the small and large sites given the probable wording of access easements.

### THE PROPERTY

### Identification

The legal descriptions of the subject properties in brief are:

5457-001-901

Lots 23, 24, 25 and 26 Salzgeber Home Tract No. 2 and portion of

Rancho San Rafael

5457-001-902

Portion of Rancho San Rafael D.C.C. 1621 C.E. 61, ex portion

deeded to LAUSD

The Assessor's identification is:

2110 San Fernando Road - 5457-001-901

2130 San Fernando Road - 5457-001-902

### Site Description

The following paragraphs present a description of the physical characteristics of the property.

- Location: The subject property is located on the west side of San Fernando Road north of Division Street in the Glassell Park community area of incorporated Los Angeles City. The street addresses are small parcel - 2130 San Fernando Road - and large parcel - 2110 North San Fernando Road.
- Dimensions and Area: The subject property consists of two parcel designations the first is known as the small parcel which lies adjacent to the south boundary of the Kia property. The second is the remainder of the property on San Fernando Road excluding the recently acquired turn lane area by LAUSD. The areas of these parcels are shown below.

Small parcel Large parcel

7,765 SF

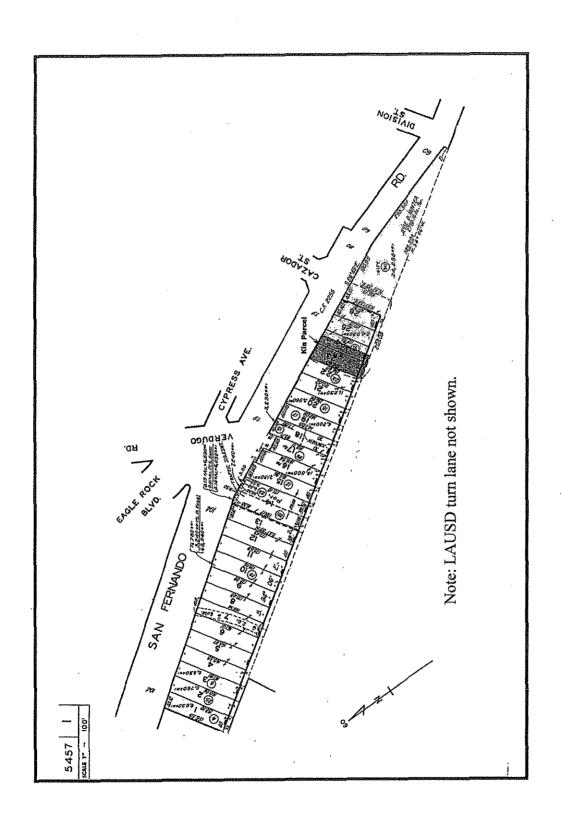
35,565 SF

Note that the above are two separate contiguous parcels. The parcels are not legally divided; a special application can be performed by the City to facilitate this division.

The above area calculations exclude a dedication for a driveway easement deed of a former portion of the whole property to LAUSD for purposes of an entry driveway to the high school recently constructed nearby. The deed is shown in the Addenda to the report.

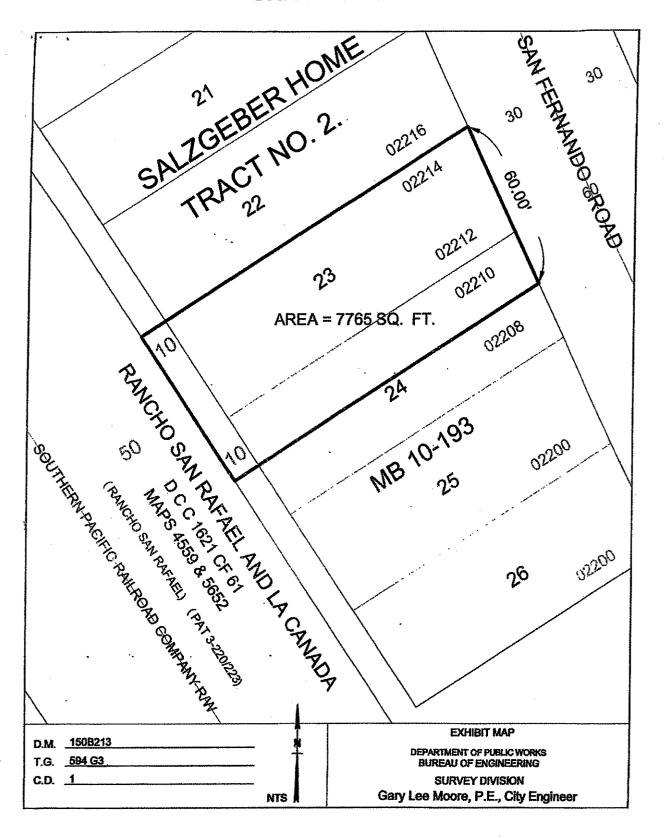
- Soils and Geologic: A detailed soils and geologic report was not submitted for purposes of the appraisal. All practical observation indicates soils suitable for typical, low-density strip commercial construction.
- Hazardous Waste: Reference to a study by Brown and Caldwell of the existence of unacceptable concentrations of total petroleum hydrocarbon gasoline (TPH-g) on both the large and small parcels is presented elsewhere in the report.
- NEIS Construction: The location on the large parcel of the Division Street shaft, a subterranean structure of the NEIS sewer project is discussed elsewhere in the report under Use Restrictions.
- Topography: The topography of both sites is level and at curb grade.
- Drainage: Drainage on the sites is surface to the abutting street system.
- Flood Plain: The flood plain panel is Community No. 060137-1626F, dated September 26, 2008, Flood Zone X, which is an area that is determined to be outside the 100-500-year flood plains.
- Off-site Improvements: Off-site improvements asphalt-paved street with concrete curbs, gutters, sidewalks and streetlights are present at the site and throughout the extended neighborhood.
  - San Fernando Road is a four-lane arterial with a left-turn lane but without curb parking on either side. Division Street, Cazador Street and Eagle Rock Boulevard are signalized.
- Earthquake/Seismic Status: According to the California Geological Survey's Official Maps
  of Earthquake Fault Zones affecting 100 incorporated cities in California, current as of May 1,
  1999, the subject property is not located within a seismic hazard zone, which is defined as an area
  where historic occurrence of liquefaction or local geological, geotechnical and ground water
  conditions indicate a potential for permanent ground displacements such that mitigation as
  defined in Public Resources Code Section 2693 (c) would be required.
- Utilities: All utilities are available to the site. The utilities include gas, water, electric, sewer and telephone.
- Governmental Use Restrictions: The subject property is zoned [Q]M1-1-CDO. General Plan land use is Limited Industrial. This zoning designation accepts commercial uses as well. This zoning designation allows MR-1 and enclosed C-2 commercial uses.

The use of the property for vehicle sales display and storage is conforming.

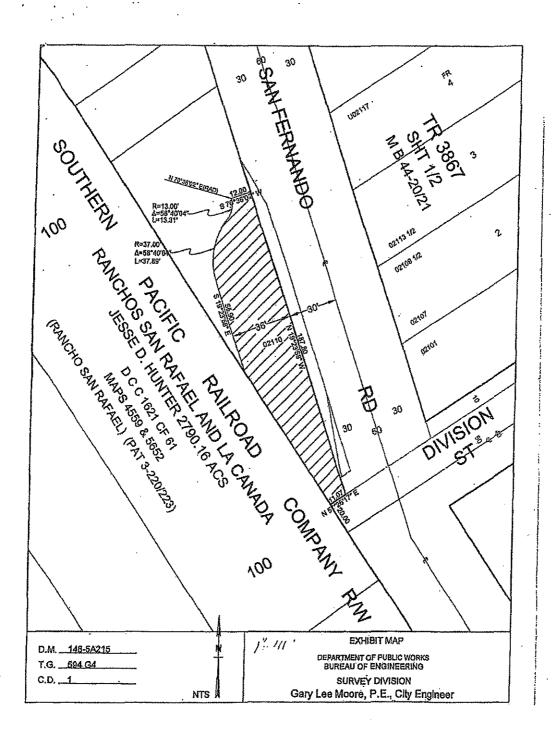


APN: 4115-007-901 and 902

### **SMALL PARCEL**



### LAUSD DRIVEWAY EASEMENT



### **Description of the Improvements**

The property is improved with asphalt paving flanked by a 6-foot chain link fence along the rear boarder line. Any lighting is the property of the Kia tenant.

A double sided billboard located on parcel 901 has been excluded from the appraisal.

### **Assessment and Taxes**

The subject site is owned by a public municipality and, therefore, is subject to assessment exemptions.

### HIGHEST AND BEST USE

Highest and best use is defined as follows:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability.

Use of the subject site is limited by zoning to commercial and light industrial uses in addition to household and auto service outlets as well as wholesale to the public stores. The character of the surrounding neighborhood suggests these uses, although the immediate neighborhood is dominated by two large facilities, the FedEx Distribution Center and a regional LAUSD project known as the Sotomayor Learning Academy.

The relative importance of San Fernando Road as a traffic arterial produces a demand for strip shopping and local convenience goods purveyors and services. The adjacent property to the north of the subject is a Kia auto dealership. Freeway proximity opens the opportunity for locational qualities associated with the success of auto dealerships. The property is less than a mile from on- and off-ramps to the Glendale Freeway (State Highway 2) just north of its intersection with the Golden State Freeway (Interstate 5).

In fact, it is proposed that the Kia dealership annex at least part of the subject property which, in our opinion, would represent one of a selection of commercial highest and best uses. We are informed that the Kia dealership is interested in the acquisition of the small parcel to add showroom improvements to the dealership as currently represented. The small parcel is physically capable of accepting a structure of a type typical of auto dealerships. An easement allowing a tributary sewer line with access would be a part of the acquisition. This particular type of easement relating to a sewer line approximately 100 feet deep would not handicap the use or diminish the value of the property.

Concerning the large parcel, there are circumstances which limit the immediate development and use of the site as discussed earlier in the report. Construction of additional sewer lines connecting to an intermediary shaft is scheduled to begin in late 2015 with a completion projected to 2025. The property cannot be sold during construction, but at any time prior to 2025 when completion is signaled. It is unknown but probably unlikely that privately-owned improvements will be allowed on the large parcel at any future time. It is more reasonable to assume that, given easement and access considerations, the use of the property will practically be limited to auto sales display and storage.

The highest and best use of the small property is strip commercial or accumulation with the established Kia car dealership. The highest and best use of the large parcel would be auto sales display and storage.

Environmental remediation of both parcels is assumed for purposes of the appraisal.

### VALUATION

### Rationale

The valuation of any parcel of real estate is derived principally through three approaches to market value: the cost approach, the market data comparison approach and the income approach. From the indications of these separate analyses and the weight accorded each, an opinion of value is reached, based on the quantity and quality of the factual data considered, tempered by the judgment and experience of the appraiser who is utilizing commonly accepted methods and techniques within the framework of the appraisal process.

In this instance, the valuation technique is limited to the market data approach, appropriate for the appraisal of vacant land.

### Ownership and Sale History

The subject property is owned by the City of Los Angeles. Acquisition details are unknown. A portion of the property is leased by Glendale Kia through September 30, 2015. There is a 180-day termination clause if the property is needed for construction.

### **Exposure Time**

The value of the subject property has been based on the market value definition presented earlier in this report. The market value definition calls for the valuation to be established based on exposure in the open market for a "reasonable time."

The Appraisal Standards Board of the Appraisal Foundation defines *exposure time* as "the estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal: a retrospective estimate based upon an analysis of past events assuming a competitive and open market."

The Appraisal Standards Board of the Appraisal Foundation defines *marketing time* as "an estimate of the amount of time that it might take to sell a specified property interest in real estate during the period immediately after the effective date of an appraisal." Our analysis does not reflect projected marketing time.

The reasonable exposure time is a function of price, time, use and anticipated market conditions such as changes in the cost and availability of funds, not an isolated estimate of time alone.

The above definition relates uniformly to a particular future time when the large parcel would be physically capable of being brought to market based on construction scheduling and hazardous environmental remediation efforts.

### **Appraisal Assumptions**

The two parcels have not been appraised in their as-is condition. The following assumptions have been made concerning particular physical circumstances of the properties:

- (1) The small parcel is not legally subdivided, and it is therefore assumed that the small parcel can be rendered a legal parcel by action of the City of Los Angeles.
- (2) It is assumed that on sale either or both parcels will be encumbered by a right of access easement to the City of Los Angeles concerning the NEIS improvements on the site. The future construction is planned beneath the subject properties and maintenance access will be required into the unlimited future.
- (3) Rights to use the surface of the smaller parcel for the construction of commercial improvements have been approved by the City of Los Angeles Department of Public Works, Bureau of Sanitation. No such approvals have been granted the larger parcel and it is thereby assumed that the highest and best use of this site will be vehicle sales display and storage. Such use will provide immediate access to the subterranean area of the site.
- (4) Both small and large parcels suffer from environmental contamination in the form of gasoline hydrocarbons. Elevated concentrations of TPH-g and MTBE have been identified. It is assumed that, prior to sale of either of the two properties, remediation of the problem will have occurred or financial arrangements necessary to accommodate a workable solution will be a part of the acquisition.
  - It is assumed the buyer will not bear a financial or legal responsibility for remediation of the environmental contamination on the site.
- (5) The value of the larger parcel has been expressed in terms of today's market conditions even though sale of the property will occur at an unknown future date based on construction scheduling. It is assumed that market value expressed during August of 2012 will be representative at the future date of sale.

### **Direct Sales Comparison Approach**

The appraisal has been based on the market data comparison technique. In the direct sales comparison method, information is gathered on the sales of similar dwellings within the defined market area. These sales are then analyzed in an effort to find similarities between the property being appraised and value trends and characteristics as indicated by transactions in the open market. The sales are adjusted for their dissimilarities with the subject property. This is basically a comparative technique.

Additionally, either the buyer or seller or broker was interviewed, when possible, to determine motivational and other factors affecting the sale price and the degree of comparability to the property appraised.

- Comparable Sales Adjustment: In the process of analyzing the comparable sales in relation to the subject property, the following factors were considered:
  - (1) Date of sale The behavior of price trends in the real estate market over the last decade is well known. Price indices by DataQuick, Zillow, Trulia and S&P/Case-Shiller are prominent for dwellings.

Trend analyses of commercial and industrial properties to our knowledge are limited to special studies prepared by CoStar Group.

The sales used in this report occurred between October of 2010 and January of 2012, a period of price decline in all land uses composing the Southern California real estate market. Four of the five comparable sales are close enough to the valuation date to disregard an attempt at meaningful trend adjustment.

Sale 2, occurring in October of 2010, is included in the analysis to indicate alternative M-1 use and is not directly comparable to the highest and best use of the subject properties. No time adjustments have been made, therefore.

(2) Size – The subject parcels are somewhat disparate in size – 7,765 square feet versus 35,565 square feet. The comparables range from 0.14 to 9.60 acres. It is difficult to make size adjustments without the benefit of sales in the same neighborhood as the subject property. Note here, however, that the smallest parcel of 0.14 acres sold for \$44 per square foot and the largest comparable of 9.60 acres traded at \$43 per square foot.

The predominant use of the comparables was to indicate a general range of values of commercial land on relatively similar arterial neighborhoods rather than to direct a value indication sale by sale. It was decided that size adjustments did not cast additional light on the valuation of the subject properties.

- (3) Property rights Property rights have been assumed by the existence of certain easements relating to accessibility of subterranean public improvements. The consideration of this factor was included in our basic concluding valuation analysis.
- (4) Financing This category adjusts the sale price of each comparable into its cash equivalent or modifies the price to current market financing. Favorable financing often leads to a higher selling price and unfavorable financing may reflect a lower selling price. No adjustments required.
- (5) Condition of sale This category adjusts for typical conditions of sale and reflects any differences between the actual sale price of a comparable and its probable sale if it were currently sold in an arm's length transaction. All of the comparables represent arm's length transactions and required no adjustment for condition of sale.

• Comparable Sales Analysis: Presented below is rationale in the analysis of the comparable sales to the two subject parcels.

Comparable sale one represents the low end of the local commercial/industrial land market. This property sold for \$1,250,000 for 1.29 acres in November of 2011 or \$22 per square foot. The property is chain-link fenced, asphalt paved and lighted.

The site was purchased by Time Warner Cable, Inc. for use as a central repair truck storage yard.

The property has an unusual triangular shape which limits its capabilities for effective layout of truck parking space allocation. Another negative is a very circuitous access path from the nearest major arterial, which is San Fernando Road.

Again, this site represents the low end of the market because it has no commercial exposure.

Comparable sale two illustrates an alternative use to M-1 industrial zoning in Glendale. The site is located one block east of San Fernando Road on Colorado Street. A second smaller parcel which was part of the acquisition is located across Elk Avenue from the principal site to the immediate south.

This property was purchased in October of 2010 for \$7,750,000 or \$70 per square foot. Prior to sale the property was improved with vacant industrial buildings totaling 100,421 square feet.

Both sites are now under construction with four-story multi-family projects, although permits were not in place at sale.

The locational quality of the neighborhood is not particularly attractive for the new multi-family project. Colorado Street in this neighborhood is mid-level sidewalk retailing. The general area to the south and east is mixed with older single families and some in-fill, mid-age multi-families. One advantage of the neighborhood is immediate accessibility to the ramp system to the Golden State Freeway.

Comparable two with its multi-family development represents a higher use than any commercial employment of the subject properties. The M-1 zoning on the subject property would accept R-4 residential uses in the City of Los Angeles. Regardless, the character of the immediate neighborhood of the subject property is inferior to comparable two for multi-family use.

Comparable sale three is the last commercial land of size to have traded in the subject market area. The site with 9.60 acres was sold by Target to Video Equipment Rentals for \$18,000,000 or \$43 per square foot in January of 2012. The zoning is IMU – industrial mixed use.

The site is located on San Fernando Road just south of the Ventura Freeway (State 134). A ramping system is located at San Fernando Road. The surrounding neighborhood is industrial with a corridor of larger industrial properties along the west side of San Fernando Road for several miles in each direction.

The property has a significant history. It was purchased by Target Corporation for \$22.3 million in 2005 from PRC-DeSoto who operated a chemical coatings and adhesive manufacturing business there. A deed restriction limited construction of a discount department store more than 50,000 square feet. The property has environmental problems and is a significant contributor to groundwater contamination in the area. The original seller – PRC-DeSoto – is designated the responsible party by EPA for clean-up and monitoring of site groundwaters.

Development of the property awaits a better market according to the Glendale Planning Department. No details were available concerning development plans.

This sale has the primary advantage of a recent date and locational characteristics similar to the subject.

Comparable sale four is not a direct indicator of value but indicates a general level of commercial influence on value of nearby arterials similar to San Fernando Road. The property, located on Glenoaks Boulevard, was acquired in May of 2011 for \$250,000 or \$60 per square foot. The property is vacant and plans are underway for a medical office building.

The neighborhood is relatively good sidewalk commercial. Adjacent to the east is a single story with a cleaners and an ethnic deli. Across the street is a Saint Mathews Lutheran Church, a couple of two-story office buildings and a single-story high-end restaurant. Adjacent to the north is a series of single-story retail with local businesses.

A signboard on the property did not affect purchase price, apparently. It was unclear whether the site actually was impeded in developability because of the sign lease.

This sale is indicative of a lower unit value for the subject properties because of its relatively small size and a better commercial influence of the immediate neighborhood.

Comparable sale five on west Burbank Boulevard in Burbank is another indicator of general levels of commercial influence on land values because of arterial location. This site, improved at sale with an older metal building of 1,360 square feet, was purchased by a dentist for \$44 per square foot in March of 2011.

The new occupant has totally renovated and upgraded the structure for a new dental office. The improvements did not contribute to value in any significant amount, according to the broker.

The encompassing commercial neighborhood mirrors the sidewalk retailing of other arterial locations with single story or two-story office buildings. Adjacent to this property to the north is a youth gymnastics center.

The value level is appropriate for commercial use at locations in Burbank, Glendale and areas of Glassell Park in Los Angeles similar to the subject.

• Valuation Conclusion: Indications of value can be summarized as follows:

Sale	Area AC	\$/SF	Comments
1	1.29	\$ 22	Low end of market - no commercial influence
2	2.54	70	Alternative M-1 multi-family use
3	9.60	43	Target site; similar to subject location
4	0.10	60	Commercial influence; typical arterial
5	0.14	44	Commercial influence; typical arterial

The value for commercially-influenced vacant land on local arterials (four-lane thoroughfares with extended destinations) range from \$40 to \$60 per square foot based on the above sales. The subject property in terms of locational environment is toward the middle of this range or \$55 per square foot.

Value of Small Parcel: In our opinion, the indicated value of the small parcel is \$55 per square foot or:

7,765 SF @ \$55/SF	\$427,075
Rounded	\$427,000

Value of Large Parcel: The large parcel has two special issues which affect its value. The first is that it is assumed that the site will not be permitted by easement to accept improvements. Nevertheless, it is apparent by general location near a freeway ramp system and actual interest in the property by an adjacent neighbor that an open auto sales display and storage use would be appropriate and in fact represent the highest and best use of the site. It has been our experience that auto display use on good arterial locations competes favorably with vacant sites subsequently improved with typical one- or two-story commercial uses. Theoretically, a discount, therefore, is not appropriate for the large subject site's limitation to auto sales use. Regardless, this particular site is an important central point of inter-reaction in the configuration of the entire NEIS system. Access availability is exceedingly important to the sewer improvements and future disturbance of the site could be extreme. In any event, it is our opinion that a prospective buyer would demand at least a \$5 discount from the established land value of \$55 per square foot.

Second, the property is highly irregular in shape of the frontage thus limiting its capacity for the auto sales display use. The property has been discounted by \$5 per square foot to account for the irregular shape.

In our opinion, the indicated value of the large parcel is \$55 per square foot or:

35,565 SF @ \$45/SF	\$1,600,425
Rounded	\$1,600,000

### COMPARABLE LAND SALES

Catum	APR	Zoning	Land AC Land SF	Land SF	Date	Price	\$/SF
1 3941 Goodwin Ave, LA	5593-020-012	LAM3	1.29	56,030	11/29/11	\$1,250,000	\$22
Comments: Use for Time Warner Cable repair trucks	ilimited usability because of triangular shape; no commercial influence	f triangular s	shape; no co	mmercial in	fluence		

2 524 W. Colorado St, G	5696-002-006, 013 & 017	GLM1	2.54	110,856	10/19/10	7,750,000	2
	5696-007-012, 013 & 014	GLM1A					
Comments: Condo project on M-1 land in marginal lo	location; immediate ramps to I-5	Ş.					

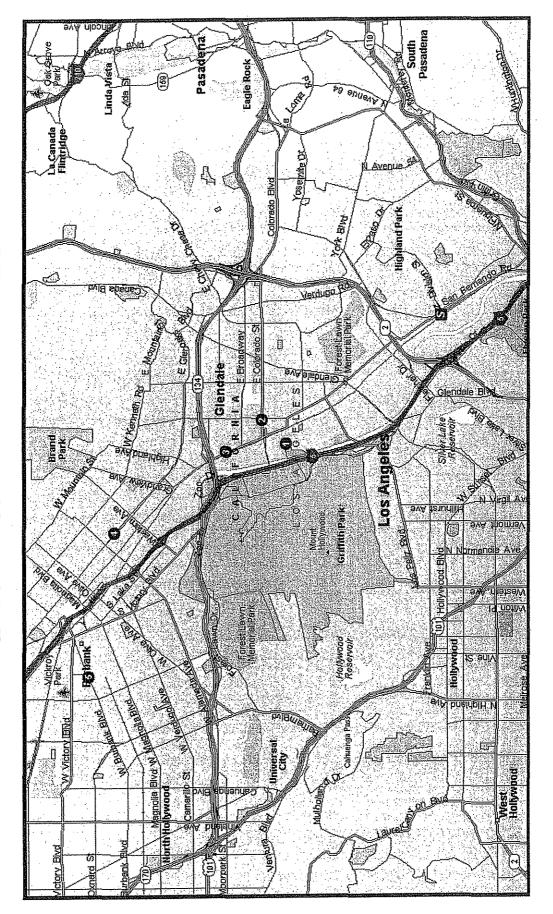
	3 5426 San Fernando Rd, G	5638-018-032 & 023	GLM2	9.60	418,176	01/20/12	118,176   01/20/12   18,000,000	43
_ပိ	\$22 million	or \$53/SF in late 2005; Target deed restricts construction of discount department store containing	deed restricts	constructi	on of discou	nt departme	nt store contain	ing
<u>m</u>	more than 50,000 SF; environmental problem respon	ponsibility of prior owner						

4 N/S Glenoaks Blvd W/O Linden Ave, G	5621-035-007	GLC3	0.10	4,200	05/11/11	250,000	09
Comments: Signboard not contributory to value; purch	hased for future med building	්ත					

			-				
	438	BUC3YY	0.14	5,946	03/17/11	260,000	44
Comments: Purchase of metal building of no value for re	r remodel of dental office					WALL MAN TO THE PROPERTY OF TH	

	The same of the sa			***************************************	***************************************		
ť	2130 N. San Fernando Rd, LA	LAM1	0.18	7,765	08/08/12	427,000	55
o`	2110 - 2130 N. San Fernando Rd, LA	LAM1	0.82	35,565	08/08/12	1,600,000	45

# LOCATION OF COMPARABLE LAND SALES



### COMPARABLE LAND SALE

No: 1

Identification

Location: 3941 Goodwin Avenue, Los Angeles

Assessor's parcel: 5593-020-012

Map: 564-C6

Site Data

Area: 56,030 SF; 1.29 AC

Topography: Level Zoning: LAM3

Utilities: All available
Street improvements: All installed

Improvements: Yard graded

Use: Proposed repair truck storage yard

Transfer Data

Interest: Fee simple Grantor: Ucn Partners

Grantee: Time Warner Cable

Date: 11/29/11

 Document:
 1609981

 Transfer value:
 \$1,250,000

 Effective sale price:
 \$1,250,000

Unit land price: \$22.31/SF Financing terms: Cash to seller

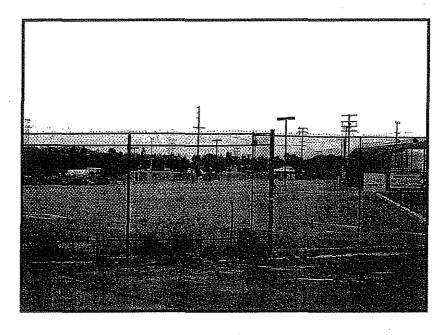
Source: CoStar Group; RealQuest; deed; public records

Comments: Use for Time Warner Cable repair trucks; limited

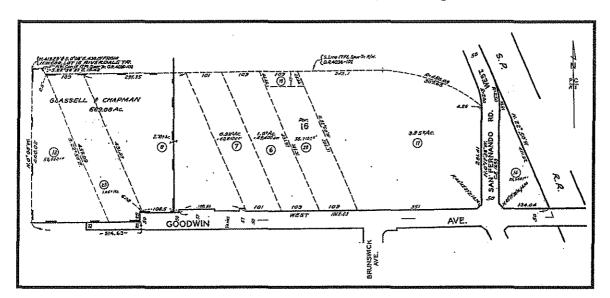
usability because of triangular shape; no commercial

influence

### **COMPARABLE LAND SALE**



Sale 1: 3941 Goodwin Avenue, Los Angeles



5593-020-012

### COMPARABLE LAND SALE

No: 2

Identification

Location: 524 West Colorado Street, Glendale

Assessor's parcel: 5696-002-006, 013 and 017

5696-007-012, 013 and 014

Map: 564-D5

Site Data

Area: 110,856 SF; 2.54 AC

Topography: Level

Zoning: GLM1 and GLM1A

Utilities: All available
Street improvements: All installed

Improvements: Vacant industrial buildings - 100,421 SF; not

contributory to value

Use: Plans from various sources for mixed-use apartments

and 8,000 SF of retail

Transfer Data

Interest: Fee simple
Grantor: BlackRock, Inc.

Grantee: Alliance Residential Company

 Date:
 10/19/10

 Document:
 1490036

 Transfer value:
 \$7,750,000

 Effective sale price:
 \$7,750,000

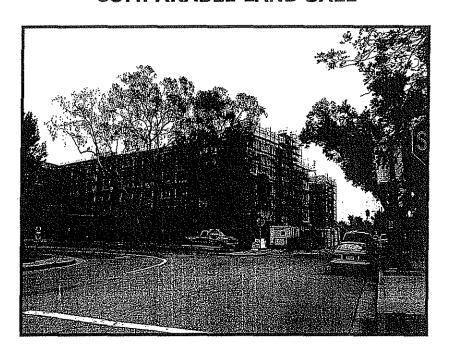
 Unit land price:
 \$69.91/SF

Financing terms: Cash to seller

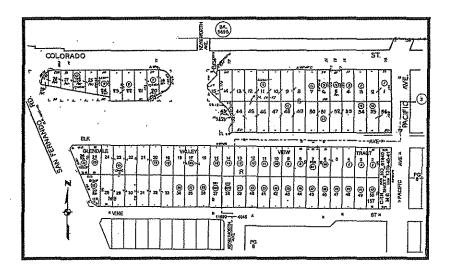
Source: CoStar Group; RealQuest; deed

Comments: Condo project on M-1 land in marginal location;

immediate ramps to I-5



Sale 2: 524 West Colorado Street, Glendale



5696-002-006, 013 and 017 5696-007-012, 013 and 014

No:

Identification

Location: 5426 San Fernando Road, Glendale

Assessor's parcel: 5638-018-032 and 023

Map: 564-C4

Site Data

Area: 418,176 SF; 9.60 AC

Topography: Level Zoning: GLM2

Utilities: All available
Street improvements: All installed

Improvements: Former chemical plant; eight buildings totaling

167,500 SF; improvements not contributory to value

Use: Proposed retail, industrial, office

**Transfer Data** 

Interest: Fee simple

Grantor: Glendale West, LLC (Target)

Grantee: REVV Property, LLC

Date: 1/20/12

Document: 99612

Transfer value: \$18,000,000

Effective sale price: \$18,000,000

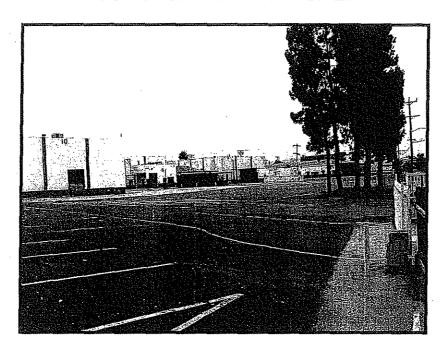
Unit land price: \$43.04/SF

Financing terms: Cash to seller

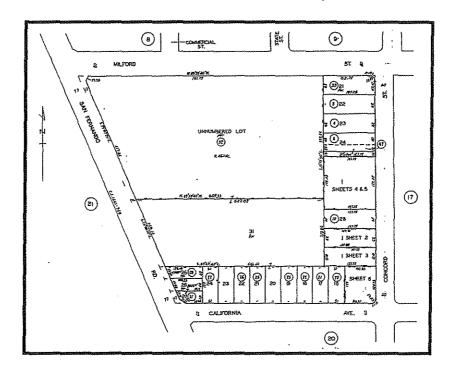
Source: CoStar Group; RealQuest; deed; public records

Comments: Target purchased site for \$22 million or \$53/SF in late

2005; Target deed restricts construction of discount department store containing more than 50,000 SF; environmental problem responsibility of prior owner



Sale 3: 5426 San Fernando Road, Glendale



5638-018-032 and 023

No:

Identification

Location: N/S Glenoaks Boulevard W/O Linden Avenue,

Glendale

Assessor's parcel: 5621-035-007

Map: 534-A7

Site Data

Area: 4,200 SF; 0.10 AC

Topography: Level Zoning: GLC3

Utilities: All available
Street improvements: All installed

Improvements: Nominal structure Use: Proposed office

Transfer Data

Interest: Fee simple
Grantor: Beane Trust

Grantee: Zygoma LLC

 Date:
 5/11/11

 Document:
 721357

 Transfer value:
 \$250,000

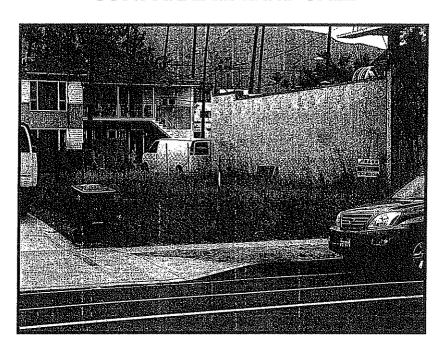
 Effective sale price:
 \$250,000

 Unit land price:
 \$59.52/SF

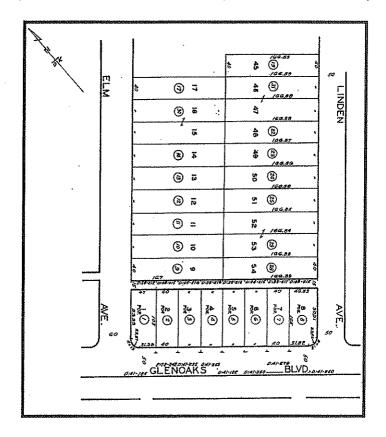
Financing terms: Cash to seller
Source: CoStar Group; RealQuest; deed

Comments: Signboard not contributory to value; purchased for

future med building



Sale 4: N/S Glenoaks Boulevard W/O Linden Avenue, Glendale



5621-035-007

No: 5

Identification

Location: 1915 West Burbank Boulevard, Burbank

Assessor's parcel: 2438-023-028 and 029

Map: 533-E7

Site Data

Area: 5,946 SF; 0.14 AC

Topography: Level
Zoning: BUC3YY
Utilities: All available

Street improvements: All installed

Improvements: Nominal improvements at sale; no value

Use: N/A

**Transfer Data** 

Interest: Fee simple

Grantor: N.M. Imbertson Associates
Grantee: George and Laurie Paul

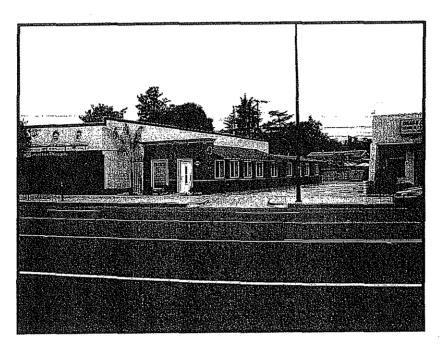
Date: 3/17/11
Document: 405240
Transfer value: \$260,000

Effective sale price: \$260,000
Unit land price: \$43.73/SF
Financing terms: Cash to seller

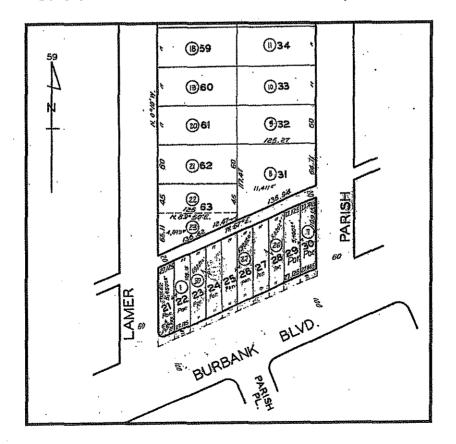
Source: CoStar Group; RealQuest; deed

Comments: Purchase of metal building of no value for remodel of

dental office



Sale 5: 1915 West Burbank Boulevard, Burbank



2438-023-028 and 029

## **Assumptions and Limiting Conditions**

- The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative affect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.
- The appraiser assumes no responsibility for economic or physical factors that may affect the
  opinions in this report which occur after the date of the letter transmitting the report.
- The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
- The appraiser reserves the right to make such adjustments to the analyses, opinions and
  conclusions set forth in this report as may be required by consideration of additional data or more
  reliable data that may become available.
- The property is appraised assuming it to be under responsible ownership and competent management, and available for its highest and best use.
- The appraiser assumes no responsibility for hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for arranging for engineering studies that may be required to discover them.
- The property is appraised assuming it to be in full compliance with all applicable federal, state, and local environmental regulations and laws, unless otherwise stated.
- The property is appraised assuming that all applicable zoning and use regulations and restrictions have been complied with, unless otherwise stated.
- The property is appraised assuming that all required licenses, certificates of occupancy, consents
  or other legislative or administrative authority from any local, state or national government or
  private entity or organization have been, can be obtained or renewed for any use on which the
  value estimate contained in this report is based, unless otherwise stated.
- No engineering survey has been made by the appraiser. Except as specifically stated, data relative
  to size and area were taken from sources considered reliable and no encroachment of real property
  improvements is considered to exist.

- No opinion is expressed as to the value of subsurface oil, gas or mineral rights or whether the
  property is subject to surface entry for the exploration or removal of such materials except as is
  expressly stated.
- Maps, plats and exhibits included in this report are for illustration only as an aid in visualizing
  matters discussed within the report. They should not be considered as surveys or relied upon for
  any other purpose, nor should they be removed from, reproduced, or used apart from the report.
- No opinion is intended to be expressed for matters that require legal expertise or specialized investigation or knowledge beyond that customarily employed by real estate appraisers.
- The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
- That possession of this report, or a copy of it, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event only with proper written qualification and only in its entirety.
- Since earthquakes are not uncommon in the area, no responsibility is assumed due to their possible effect on individual properties, nor for assessing the reliability of the seismic qualifications of structures on the subject properties.
- Testimony or attendance in court by reason of this appraisal is not required unless further authorization to fully appraise the property involved is granted the appraiser at a fee to be determined prior to commencement of such additional work as may be required.
- No consideration has been given in this appraisal as to the value of the property located on the
  premises considered by the appraiser to be personal property, nor has he given consideration to
  the cost of moving or relocating such personal property; only the real property has been
  considered.
- Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
- The appraiser takes no responsibility for hidden defects or conformity to specific governmental requirements, such as fire, building and safety, earthquake or occupancy codes can be assumed without provision of specific professional or governmental inspections.

## CERTIFICATION

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- Neither Norman Eichel, Eichel, Inc. nor any of its officers has any present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- Neither Norman Eichel, Eichel, Inc. nor any of its officers have performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- Neither Norman Eichel, Eichel, Inc. nor any of its officers has any bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- Norman Eichel made a personal inspection of the property that is the subject of this report.
- Norman Eichel is currently certified under the voluntary continuing education program of the Appraisal Institute and is also certified as a general real estate appraiser in the State of California with identification number AG008794, with an expiration date of May 2, 2014.
- The appraisal assignment was not based upon a requested minimum valuation, a specific valuation or the approval of a loan.
- There was no information pertinent to the completion of the appraisal which was unavailable.
- No one other than the undersigned provided significant professional assistance in the preparation of this report.

Norman Eichel, MAI

California State Certification AG008794

NE/pa

### RECORDING REQUESTED BY:

City of Los Angeles

### WHEN RECORDED MAIL TO AND MAIL TAX STATEMENTS TO:

LAUSD-Asset Management Branch Easements & Permits 333 S. Beaudry Avenue, 23<sup>rd</sup> Floor LOS ANGELES CA 90017



Title Order No.:

## General Easement Deed

This document is exempt from Documentary transfer tax pursuant to Section 11922 of the Revenue and Taxation Code and is being recorded pursuant to Section 6103 of the California Government Code and California Government Code Section 27383.

For a valuable consideration, receipt of which is hereby acknowledged,

City of Los Angeles, a municipal corporation (hereinafter Grantor)

hereby grants to the Los Angeles Unified School District, a school district duly organized and existing under the laws of the State of California (herinafter Grantee), an easement and right of way for

### driveway

purposes and construction, reconstruction, replacing, inspecting, maintaining, and repair of the driveway placed, installed, or constructed across the following described property in the City of Los Angeles, County of Los Angeles, State of California.

APN: 5457-001-901

## As described in attached Exhibit "A" and Exhibit Map

The easement will be used solely as a right of way for vehicles entering and exiting the adjacent GRANTEE property and for no other purpose. The easement will terminate when GRANTEE either (a) ceases to own the property, or (b) ceases to actively use the adjacent property for a period of two (2) years for a public high school. GRANTEE must maintain the easement in good repair at its sole expense.

Except for the active negligence or willful misconduct of City, GRANTEE undertakes and agrees to defend, indemnify and hold harmless City and any and all of City's boards, officers, agents, and employees from and against all suits and causes of action, claims, losses, demands and expenses, including, but not limited to attorney's fees and cost of litigation, damage or liability of any nature whatsoever, that may arise out of or in

connection with the use of the easement, including use by GRANTEE, its employees, contractors, invitees, agents, any other person using the easement for any purpose.

GRANTEE will, at its sole expense, construct and maintain in good repair a fence (matching the existing one on the City's property) that will separate the access easement from the remainder of the City's property. The fence must be designed to keep students and others off the remainder of the City's property. Grantee shall provide any security reasonably necessary to comply with the foregoing requirement to keep students and others off of the remainder of Grantors property and to protect it from trash and debris.

The City of Los Angeles, a municipal corporation

Rv∙ /

MAR 0 9 2012

Attest:

June Lagmay, City Clerk

Antonio R. Villaraigosa, Mayor

3y: <u>Un 20 1</u>

#### EXHIBIT "A"

APN: 5457-001-901

ADDRESS: 2110 N San Fernando Road

LEGAL DESCRIPTION:

THAT PORTION OF THE LAND DESCRIBED AS PARCEL NO. 11-01, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER DEED RECORDED ON SEPTEMBER 21, 2001 AS INSTRUMENT NO. 01 01788597 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID PORTION OF LAND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY (100,00 FEET WIDE) WITH A LINE PARALLEL WITH AND DISTANT 20,00 FEET NORTHWESTERLY MEASURED ALONG SAID NORTHEASTERLY LINE FROM THE SOUTHWESTERLY PROLONGATION OF THE CENTERLINE OF DIVISION STREET AS SHOWN ON TRACT MAP NO. 3867, IN SAID CITY, COUNTY AND STATE, RECORDED IN BOOK 44 PAGES 20 AND 21 OF MAPS. IN SAID COUNTY RECORDER'S OFFICE:

THENCE ALONG SAID PARALLEL LINE NORTH 57° 26' 17" EAST 11.07 FEET TO A LINE PARALLEL WITH AND DISTANT 30.00 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF SAN FERNANDO ROAD AS SHOW ON SAID MAP OF TRACT NO. 3867;

THENCE ALONG LAST SAID PARALLEL LINE NORTH 19° 23' 58" WEST 187.80 FEET;

THENCE PERPENDICULAR TO LAST SAID PARALLEL LINE SOUTH 70° 36' 02" WEST 12.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST AND HAVING A RADIUS OF 13.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 70° 36' 02" EAST;

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 58° 40' 04" AN ARC LENGTH OF 13,31 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 37.00 FEET AND BEING TANGENT AT ITS POINT OF ENDING TO A LINE PARALLEL WITH AND DISTANT 68.00 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES FROM SAID CENTERLINE OF SAN FERNANDO ROAD;

THENCE SOUTHERLY ALONG SAID REVERSE CURVE THROUGH A CENTRAL ANGLE OF 58° 40' 04" AN ARC LENGTH OF 37.89 FEET TO SAID POINT OF ENDING IN LAST SAID FARALLEL LINE;

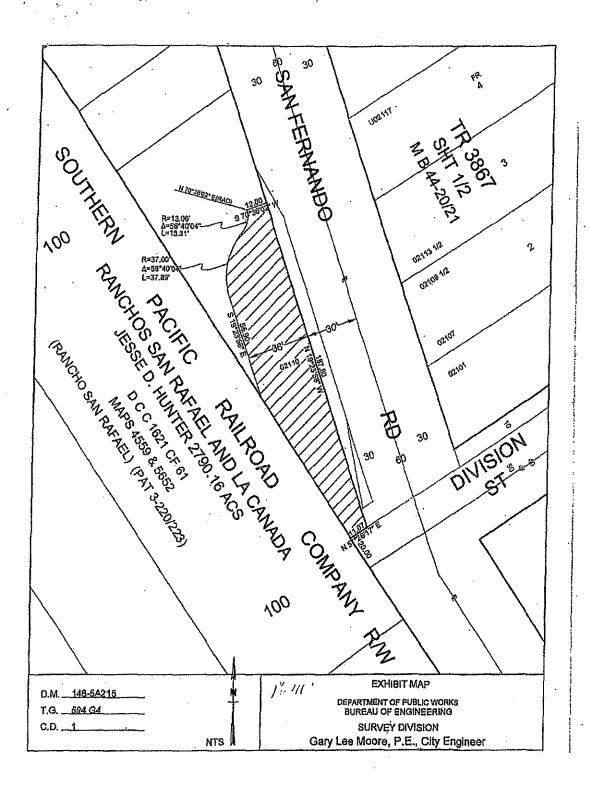
THENCE ALONG LAST SAID PARALLEL LINE SOUTH 19° 23' 58" EAST 56,90 FEET TO SAID NORTHEASTERLY LINE;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE TO THE POINT OF BEGINNING.

TO LAND SURPLE

EXP. 12-81-12 LS 7231

OF CALIFORNI



CITY OF LOS ANGELES - A MUNICIPAL CORPORATION To	JOB TITLE: San Fernando Road at Division Street. Cadastral Map No. 148-5A215 APN: Portion 5457-001-901
Los Angeles Unified School District	STANDARD INSTRUMENT  Checked as to parties, marital status, dates,
EASEMENT DEED  Date: JAN. 24 , 2012	By Jose L. Ramirez, Authorized Officer
· .	Approved as to Authority ,2012  By Oliver Authorized Officer  Approved as to description JAN . 29 , 2012
	By Jose L. Ramirez, Authorized Officer
General Services Department Asset Management Division	Approved Jones 2 7 , 2012  Carmen A. Trutanich, City Attorney.
	By Charley Levey Andrew J. Nocas, Deputy
	Council File No. 11-0464

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801 S. Figueroa Street, Suite 950 Los Angeles, California 90017 Tel: 213-271-2300 Fax: 213-271-2320 www.brownandcaldwell.com

July 11, 2012



Ms. Stephanie Roberts, Civil Engineering Associate Water Engineering Services Division Los Angeles Department of Public Works, Bureau of Sanitation 2714 Media Center Drive Los Angeles, California 90065

1045/138105.303

Subject: Total Petroleum Hydrocarbon Gasoline Assessment Results
Northeast Interceptor Sewer Project - Los Angeles Bureau of Sanitation
2110 N. San Fernando Road, Los Angeles, California

Dear Ms. Roberts:

Brown and Caldwell has prepared this total petroleum hydrocarbon gasoline (TPH-g) assessment report to document the results and findings of the soil gas, soil, and groundwater sampling and laboratory analysis conducted in April and May 2012 at and near 2110 North San Fernando Road, Los Angeles, California (the Site; Figures 1 and 2). The purpose of this assessment was to identify the potential source(s) of TPH-g encountered and treated by the on-site soil vapor extraction (SVE) system.

This work was conducted due to the detection of elevated TPH-g concentrations during startup of the SVE system. The SVE system was designed to extract volatile organic compounds (VOCs), consisting of predominantly tetrachloroethene (PCE) at the Site; however, elevated TPH-g concentrations (an unexpected compound) was detected in the extraction wells.

The assessment work was conducted in accordance with the Work Plan for TPH-g Assessment (Brown and Caldwell 2011¹). The Work Plan was approved by the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) (RWQCB 2011²).

Site background, field activities, results, and summary are described in the following sections of this report.

# 1. Site Background

The Site is located in the City of Los Angeles (City), northeast of downtown and east of the Los Angeles River. The Site is situated to the east of, and adjacent to the former Taylor Yard, which was a large railroad property north of Union Station in downtown Los Angeles.

From 1949 to 1973, the Mitchell Tire & Rubber Company, a rubber mat manufacturer, operated at the Site. Approximately five commercial buildings (owned and operated by Mitchell Tire & Rubber Company) appeared to be located on the south side of the Site. Two underground storage tanks (USTs) located in the eastern portion of the Site were also operated by Mitchell Tire & Rubber Company (Figure 2). The USTs were no longer

<sup>&</sup>lt;sup>1</sup> Brown and Caldwell, October 12, 2011. Work Plan for TPH g Assessment, Northeast Interceptor Sewer Project Site, 2110 N. San Fernando Road, Los Angeles, California.

<sup>&</sup>lt;sup>2</sup> RWQCB, October 25, 2011. Approval of Work Plan for Petroleum Hydrocarbon Investigation, Northeast Interceptor Sewer Project Site, 2110 San Fernando Road, Los Angeles, CA (SCP No. 1226, Site ID No. 2040369).

used and closed in place by filling them with sand on November 9, 1974 (Athanor Environmental Services Inc. 1999³). In 1975, the Baldwin family purchased the facility, and owned and operated Profile Plastic Coatings, Inc. (Profile) that performed powder-coating, phosphate cleaning of parts, spray plating, and vinyl coating and finishing. The reported primary hazardous materials used by Profile were chlorinated solvents used for Wipe cleaning of metal parts and as a primer thinner for vinyl dip, methylene chloride, 1,1,1-trichloroethane (1,1,1-TCA), and various lube ofls. Profile operated at the Site until 1992 when the Site was leased to Manik Motors (Manik), a powder coating company. Manik vacated the Site in March 1999. The Site was purchased by the City in 2001 in order to be used as a Tunnel Boring Machine (TBM) receiving shaft for the first phase of the Northeast Interceptor Sewer Phases I and II (NEISI and NEISII).

Several site Investigations conducted at the Site have detected VOCs, mainly PCE, in soll gas, soll and groundwater samples along with diesel and heavy-end hydrocarbons detected in soll samples. There was evidence from earlier investigations, and it was confirmed during the City's pre-construction activities for NEISI that two USTs were located at the Site. The first UST was removed in January 2003 by Asbury Environmental during pre-construction activities. The second UST was not interfering with Site activities and was removed at the end of construction activities in accordance with Los Angeles City Fire Department requirements and South Coast Air Quality Management District Rule 1166 permit requirements. The RWQCB granted case closure for the second UST on December 9, 2008. During construction of NEISI, several areas along the western border and beneath the clarifier were found to contain diesel and heavy-end hydrocarbons soil contamination. The diesel and hydrocarbon impacted soll was remediated by excavation using a conventional excavator or a large-diameter auger (6-foot diameter) (Figure 3). The City elected to remediate the VOCs at the Site at a future date, anticipating that this will occur most likely during the construction of NEISI.

The City and Brown and Caldwell considered several methods to treat VOCs (mostly PCE) at the Site. SVE was the remedial alternative selected for a pilot study. A SVE pilot test was conducted in April 2011 to evaluate the effectiveness of the SVE technology to remove VOCs in soil and soil gas at the Site and also to collect data (i.e., vacuum, flow rate and radius of influence) necessary for the design of a full-scale SVE system. Based on the pilot test results, the City acknowledged that SVE was effective in removing VOCs from the soil gas and soil. The RWQCB approved the installation of the SVE system and a total of 13 dual-nested SVE wells (SVE-1 through SVE-13) were installed in May 2011 (Figure 4). All of the dual nested wells contained a shallow and a deep well. The shallow wells were screened from 4-24 ft below ground surface (bgs) and the deep wells were screened from approximately 24-50ft bgs.

Full-scale SVE remediation commenced on July 22, 2011. During the first week of operation, elevated concentrations of VOCs were noted in the deep SVE well screens SVE-5, -6, -7, -8, -10, -11, -12 and -13. SVE-5, -6, -7 and -8 are located along San Fernando Road. SVE-10, -11, -12 and -13 are at the southern end of the Site. Due to the higher than expected VOC concentrations, soil gas samples were collected at the SVE wells with the elevated VOC concentrations and analyzed by Environmental Support Technologies, a California State-certified mobile laboratory, on August 5, 2011. The samples were analyzed for VOCs and TPH-g by EPA Method 8260B. Concentrations of

<sup>&</sup>lt;sup>3</sup> Athanor Environmental Services Inc., August 3, 1999. Final closure Report – Underground Storage Tanks for 2130 San Fernando Road, Los Angeles, California.

TPH-g were found to be two to three orders of magnitude greater than the VOCs. For example, at SVE-5D, concentrations of total VOCs and TPH-g were 2.9 and 3,500 ppmv, respectively. Similarly at SVE-7D, concentrations of total VOCs and TPH-g were 24.2 and 12,000 ppmv, respectively. The SVE system as designed could not effectively treat the elevated levels of TPH-g.

On August 7, 2011, the SVE system was temporarily shut down pending the installation of a catalytic oxidizer which would treat the TPH g from the extracted soil gas found in the deep SVE well screens. The catalytic oxidizer system was installed and remediation resumed on August 28, 2011. In order to avoid the possibility of any migration from offsite sources, extraction from all the wells along San Fernando Road (SVE-4, -5, -6, -7, and -8) were discontinued and allowed to operate as passive vent wells. This entails removing the well caps and drilling holes in the well covers to allow the wells to be opened to the atmosphere. The purpose of the vent wells is to draw in ambient air as opposed to subsurface soil gas if any vacuum influence is created along San Fernando Road during SVE operation. The remaining wells located closer to the western boundary and the southern portion of the Site (SVE-1, -2, -3, -9, -10, -11, -12, and -13) remained in operation. Both the shallow and deep well screens at SVE-1, -2, -3, and -9, and the shallow well screens at SVE-10, -11, -12, and -13 were operated to remove PCE. The deep well screens at SVE-10, -11, -12, and -13 were completely shut off due to elevated TPH-g concentrations. By operating the SVE system in this configuration, a virtual barrier was formed along the eastern property line to prevent/minimize TPH-g from migrating onto the Site during SVE operation.

Prior to implementing the TPH-g assessment, the SVE system was shut down on April 3, 2012 to allow the subsurface to re-equilibrate.

## 2. Field Activities

The environmental assessment work consisted of three phases:

- Pre-field activities (e.g., health and safety, permitting, site access coordination, underground utility clearance, Underground Service Alert (USA) notification and RWQCB notification);
- Field activities (e.g., soil and groundwater sampling, installation of soil gas probes, and soil gas sampling); and
- 3. Post field work (e.g., survey sampling locations and waste management).

Field activities and sample analysis during this investigation were performed in general accordance with the approved Work Plan. The following sections summarized field activities conducted.

### 2.1 Pre-Field Activities

Pre-field activities conducted during this investigation included:

- · Developing a Site-specific health and safety plan (HASP);
- Obtaining permits for traffic control and drilling (Attachment A);
- Securing permission to work at the Site and arranging for access;
- Performing a geophysical utility survey to identify underground utility lines and other subsurface obstructions prior to drilling; and

· Notifying the RWQCB.

### 2.1.1 Health and Safety

Field activities completed during this investigation were conducted in accordance with the HASP (Brown and Caldwell 20124). Potential hazards identified during this project included physical and chemical hazards associated with the geophysical survey, air monitoring, automotive traffic and drilling and sampling activities. A daily health and safety tailgate meeting was conducted prior to the start of each work day. Specific requirements of the HASP included environmental monitoring with real time equipment (such as a photoionization detector [PID]) during any intrusive work, and continuous monitoring of physical hazards including working around a drill rig, noise, traffic and maintaining good housekeeping.

Work was completed using Level D personal protective equipment (PPE). Level D PPE included nitrile gloves, safety boots, safety glasses, traffic safety vests, and hard hats.

#### 2.1.2 Access

Access to the Site was arranged by the Bureau of Sanitation. Brown and Caldwell coordinated field activities with the Bureau of Sanitation and Kia Motors.

### 2.1.3 Utility Notification and Utility Clearance

On April 20, 2012, Brown and Caldwell notified Underground Service Alert (USA) of the drilling for soil gas probe installations. The Site was marked by USA on April 23, 2012 and the ticket number provided was A21110176.

On April 25, 2012, a utility survey was conducted by Brown and Caldwell subcontractor Spectrum Geophysics (Spectrum) of Chatsworth, California. The survey was conducted at soil gas probes VP3 through VP10, and on April 29, 2012 at soil gas probes VP1 and VP2 (Figure 5). The purpose of the geophysical survey was to determine if any underground utilities or other underground structures might possibly conflict with the proposed locations of soil borings, and to adjust the locations of the soil borings as needed. Spectrum utilized active and passive electromagnetic or radio frequency detection, magnetic detection, and ground penetrating radar to identify possible underground utility lines and other features. The geophysical locating techniques identified electrical lines as well as several undefined features. Equipment used by Spectrum included:

- · Radio Detection 4000/8000 transmitter w/matched receiver;
- Schonstedt Mac Series hand-held magnetometer;
- Fisher TW-6 M-scope shallow focus metal detector;
- Dynatel 500 Series transmitters/matched receiver;
- · Sensors and Software Noggin Cart, or MALA ground penetrating radar unit; and
- . 8 and 33 KHz and 512 sondes.

Based on the results of the utility clearance survey, minor adjustments were made to five (VP-3, -4, -5, -6 and -9) of the sampling locations (relocated within 5 feet of the proposed location).

<sup>&</sup>lt;sup>4</sup> Brown and Caldwell, April 11, 2012. Health and Safety Plan for Soil Gas Survey, Drilling, Soil and Groundwater Sampling.

### 2.1.4 Agency Notification

The RWQCB was notified of the City's investigation activities on April 18, 2012, prior to drilling and sampling activities. The Los Angeles County Department of Public Health, Drinking Water Program was notified on April 23, 2012, prior to advancing the soil gas probes (VP1 through VP10). The City of Los Angeles Street Services Investigation & Enforcement Division was notified on April 23, 2012 prior to advancement of soil gas probes VP1, VP2, VP3, VP4, VP5, VP6 and VP9.

## 2.2 Soil Sampling

Brown and Caldwell collected soil samples at ten locations (VP1 through VP10) on April 26, 27, 28, 29 and May 5, 2012. Continuous soil samples were collected at approximately five foot intervals from ground surface to a maximum depth of 63 feet bgs. Soil samples were collected using stainless-steel dual tube rods containing 5-foot long acetate liners that were advanced into the soil using a direct-push drill rig (Geoprobe 6610DT).

Soil samples were placed in sealable plastic bags and placed in the sun for a minimum of 15 minutes prior to measurement of VOCs using a 11.7 eV PID. A boring log was prepared for each soil boring documenting the lithology of the soil using the Unified Soil Classification system and noting any discoloration or staining (Attachment B).

Soil samples were collected and prepared in accordance with EPA Protocol 5035 (using an Easy Draw Syringe sampler) and were also collected in 4-ounce glass jars. Soil samples were kept in a cooler with ice and transported under chain-of-custody to Advance Technology Laboratories (ATL) located in Signal Hill, California. ATL is a California State certified via the Environmental Laboratory Accreditation Program (ELAP). Soil samples were analyzed for:

- VOCs plus fuel oxygenates using EPA Method 8260B (all samples);
- TPH scan for gasoline, diesel, and heavy range oil using EPA Method 8015M (all samples); and
- Lead using EPA Method 6010 (only at 40, 45 and 50 feet bgs).

Soil samples with the highest PID reading from each soil boring were transported to ZYMAX Forensics (an environmental forensic and geochemistry laboratory) of Escondido, California. The samples were analyzed for gasoline speciation (120 compounds) by high resolution gas chromatography/mass spectrometry (GC/MS).

## 2.3 Groundwater Sampling

Groundwater samples were collected on April 26, 27, 28, 29 and May 5, 2012, at VP1 through VP10. One discrete groundwater sample was collected at each location. Samples were collected between 55 and 63 feet bgs. The groundwater sampling was completed using polyethylene tubing inserted within stainless-steel dual tube rods equipped with a slotted screen that was directly pushed into the soil using a Geoprobe 6610DT.

Prior to collection of groundwater samples, the groundwater level was measured and recorded at each location using an electric water sounder to determine the depth of the water table. Groundwater samples were collected in 40 milliliter vials preserved with sodium hydrogen sulfate (NaHSO4) and methanol (MeOH), 16 ounce plastic bottles

preserved with nitric acid (HNO3), and 1-liter amber jars. Groundwater samples were transported in a cooler with ice, under chain-of-custody to ATL in Signal Hill, California. The groundwater samples were analyzed for:

- VOCs plus fuel oxygenates using EPA Method 8260B;
- TPH scan for gasoline, diesel, and heavy range oil using EPA Method 8015M; and
- · Lead using EPA Method 6010.

Groundwater samples collected at each location were transported to ZYMAX Forensics located in Escondido, California. The samples were analyzed for gasoline speciation (120 compounds) using high resolution GC/MS. The sample with the highest gasoline concentration was analyzed for carbon isotope ratio of BTEX compounds using gas chromatography/Isotope Ratio Mass Spectrometer (GC/IRMS).

## 2.4 Soil Gas Probe Installation and Sampling

Soil gas probes were installed at each of the ten locations (VP1 through VP10) after the groundwater samples were collected. Five discrete soll gas monitoring probes were installed in each location. The 6-inch stainless steel probes were placed at approximately 5, 15, 25, 35 and 45 feet bgs. The probes were connected to ¼-inch-diameter Nylaflow tubing leading to the surface of the well. Installation of the soil gas probes were conducted in accordance with the California EPA's Advisory – Active Soil Gas Investigation (March 2010).

The probes were sampled after allowing them to set for approximately 30 minutes, A purge volume test was conducted prior to sampling from the probes. The purge volume test included one, three, and seven purge volumes as a means to determine the appropriate purge volume. The selected purge volume was applied at all sampling points.

Brown and Caldwell contracted Jones Environmental Testing Laboratories (Jones Environmental; ELAP certified) of Fullerton, California to collect and analyze the soil gas samples. The samples were analyzed for VOCs and TPH-g using EPA Method 8260B. Jones Environmental conducted the sampling and analysis on April 28, 29, and May 5, 2012. The samples were analyzed onsite using Jones Environmental mobile lab. Details of the sampling process are described in Attachment C.

### 2.5 Survey of Sampling Locations

On May 7, 2012, the City of Los Angeles Bureau of Engineering Survey Division surveyed the 10 sampling locations (VP1 through VP10). At each location, the latitudinal and longitudinal coordinates, top of casing (north edge) and finish surface elevations were surveyed (Attachment D).

## 2.6 IDW Management and Disposal

Investigation derived waste (IDW) generated during this investigation was placed in 55-gallon drums and a 16-gallon drum and stored at the Site. The IDW included soil cuttings (two 55-gallon drums, one 16-gallon drum), and purged groundwater and equipment decontamination water (one drum). Samples from the drums were analyzed and classified as non-hazardous. The drums were picked up on May 29, 2012. The soil drums were transported to Soil Safe in Adelanto, California for

treatment. The water drum was transported to Crosby & Overton, Inc. in Long Beach, California for treatment. Waste manifest forms for IDW disposal are included in Attachment E.

# 3. Quality Assurance/Quality Control Assessment

Quality Assurance/Quality Control (QA/QC) procedures were maintained during both field and laboratory procedures. Field QA/QC included the collection of duplicate samples, equipment blanks, and trip blanks. Laboratory QA/QC analysis involved method blanks, matrix spikes and duplicates (MS/MSD), laboratory control samples and duplicates (LCS/LCSD), and surrogate recoveries. A complete assessment of the laboratory analytical data for each laboratory is included in Attachment F. Overall; the data is acceptable for the intended purposes. No data were rejected as a result of Brown and Caldwell's review (Attachment F). Some results were qualified as estimated due to MS/MSD and LCS/LCSD recoveries outside of control limits and field duplicate imprecision.

## 4. Results

This section presents a summary of analytical results and findings from the geophysical survey, soil gas, soil, and groundwater assessment.

## 4.1 Lithology

The types of soil encountered during drilling consisted of silt to silty sands from directly below ground surface to approximately 10 feet bgs. Soil encountered at approximately 10 to 45 ft bgs consisted of interbedded layers of clays, silty clays, silts, sandy silts, silty sands and fine- to medium-grained sands to approximately 45 feet bgs followed by layers of fine- to medium-grained sand from 45 to 60 ft bgs. Boring logs are included in Attachment B. Groundwater was encountered at depths of approximately 55 to 63 feet bgs.

## 4.2 Soil Gas Results

A total of 56 soil gas samples (including duplicates) were collected on April 28, 29, and May 5, 2012. Samples were collected at borings VP1 through VP10 at depths between 5 and 45 feet bgs, at approximately 10-foot intervals. Samples were analyzed for TPH-g, VOCs, and fuel oxygenates using EPA Method 8260B. Table 1 presents the analytical results for TPH-g. Table 2 presents the analytical results for VOCs and fuel oxygenates. Analytical laboratory reports are included as Attachment C. Soil gas analytical results from VP1 through VP10 are shown on Figure 5. A summary of the results for TPH-g, VOCs, and fuel oxygenates are discussed in the following sections.

### 4.2.1 TPH-g

Elevated concentrations of TPH-g (defined as greater than 100  $\mu$ g/L) were detected in 9 of the 56 soil gas samples. The nine samples were located in San Fernando Road at VP1 and VP2. The highest detected TPH-g concentration was collected from VP1 at 35

feet bgs at a concentration of 9,286  $\mu$ g/L. TPH-g isoconcentrations for 5, 25 and 45 feet bgs are depicted on Figures 6, 7 and 8, respectively.

## 4.2.2 VOCs and Fuel Oxygenates

VOCs and fuel oxygenates detected were primarily petroleum products, including benzene, toluene, ethylbenzene, total xylenes, and methyl tert-butyl ether [MTBE]). The highest concentrations of benzene (6.56 µg/L), toluene (25.1µg/L), ethylbenzene (20.6 µg/L), xylenes (19.3 µg/L), and MTBE (18.6 µg/L) were detected in samples collected in San Fernando Road at VP1 and VP2. This may indicate an off-site source.

PCE and trichloroethene (TCE) were also detected. These compounds were mostly detected from on-site samples which were expected since PCE and TCE has historically been detected at the Site. The highest concentrations of PCE and TCE were 6.26  $\mu$ g/L and 3.47  $\mu$ g/L, respectively, at VP10 at 45 feet bgs. These concentrations are consistent with historical detections in soil gas samples at the Site.

### 4.3 Soil Results

A total of 110 soil samples, including duplicates, were collected April 26 through April 29, 2012 and on May 5, 2012. Samples were collected at VP1 through VP10 between 5 and 50 feet bgs, at approximately 5-foot intervals. Samples were analyzed for TPH using EPA Method 8015, lead by EPA Method 6010B, VOCs and fuel oxygenates by EPA Method 8260B, and gasoline-range compounds using high resolution GC/MS. Table 3 presents the analytical results for TPH and lead. Table 4 presents the analytical results for VOCs and fuel oxygenates. Analytical laboratory reports are contained in Attachment G, Soil analytical results from VP1 through VP10 are shown on Figure 9. A summary of the results for TPH and lead, VOCs and fuel oxygenates, and gasoline-range compounds are discussed below.

## 4.3.1 TPH and Lead

TPH-g was not detected in the 110 soil samples. Elevated TPH concentrations (diesel and oil range hydrocarbons), defined as greater than 100 mg/kg, were detected in 2 of the 110 soil samples. The two samples were located at VP8 and VP9 at 5 feet bgs. The detection appears to be isolated at 5 feet bgs as TPH concentrations (diesel and oil range hydrocarbons) were detected from deeper soil samples were not detected above the laboratory detection limits (Table 3).

Concentrations of lead ranged from below the laboratory detection limit of 1.0 to  $5.8 \, \text{mg/kg}$ . Lead concentrations were similar at the ten sampling locations.

### 4.3.2 VOCs and Fuel Oxygenates

MTBE was the most prevalent fuel oxygenate detected. Eleven of the 13 samples that detected MTBE were from samples collected in San Fernando Road at VP1 and VP2; VP6 being the other. MTBE isoconcentrations for 25 and 45 feet bgs are depicted on Figures 10 and 11, respectively. The presence of MTBE may indicate that the source was gasoline fuel used between the late 1970s and early 2000s<sup>5</sup>.

<sup>&</sup>lt;sup>5</sup> MTBE Remediation Handbook, 2003. Editors Ellen E. Moyer and Paul T. Kostecki.

VOCs (i.e., 1,1-DCA, 1,1-DCE, benzene, toluene, xylenes, PCE and TCE) were also detected; however, they were detected at a low frequency (less then 10 percent) or at low concentrations.

### 4.3.3 Gasoline-Range Compounds

With the exception of trace amounts of gasoline (i.e., toluene and xylenes) in 3 of the 11 soil samples analyzed by ZYMAX, gasoline compounds were not detected above the laboratory detection limits. Results are included in Attachment H.

## 4.4 Groundwater Results

A total of 12 groundwater samples, including duplicates, were collected April 26 through April 29, 2012, and on May 5, 2012. Samples were collected at VP1 through VP10 below the groundwater table at depths ranging between approximately 55 and 63 feet bgs. Samples were analyzed for TPH using EPA Method 8015, and lead by EPA Method 6010B, VOCs and fuel oxygenates by EPA Method 8260B, and gasoline-range compounds using high resolution GC/MS. Table 5 presents the results for TPH and lead. Table 6 presents the analytical results for VOCs and fuel oxygenates. Analytical laboratory reports are contained in Attachment G.

Groundwater analytical results from VP1 through VP10 are shown on Figure 12. A summary of the results for TPH and lead, VOCs and fuel oxygenates, and gasoline-range compounds are discussed in the following sections.

### 4.4.1 TPH-g and Lead

Three of the 12 groundwater samples detected TPH-g. Two of the three samples were collected in San Fernando Road (VP1 and VP2). TPH-g concentrations at VP1 and VP2 were 330 and 17,000 µg/L, respectively. TPH-g was detected in one on-Site sample (VP6) at 420 µg/L. This sample is hydraulically downgradient of VP1 and VP2. Other on-Site samples did not detect TPH-g. TPH-g isoconcentration are depicted on Figure 13.

Concentrations of lead ranged from 1.0 to 44 µg/L. Lead concentrations appear to be similar at the ten sampling locations.

### 4.4.2 VOCs and Fuel Oxygenates

MTBE was the most prevalent fuel oxygenate detected. Eleven of the 12 groundwater samples detected MTBE. The highest concentration of MTBE (15,000 µg/L) was from a sample collected in San Fernando Road at VP2. MTBE concentrations were either not detected or two to four orders of magnitude lower from on-site samples. MTBE isoconcentrations are depicted on Figure 14. The presence of MTBE may indicate that the source was gasoline fuel used between the late 1970s and early 2000s.

Another fuel oxygenate (tert-amyl methyl ether [TAME]), was detected in 5 of the 12 groundwater samples. The highest concentration of TAME (26 µg/L) was from a sample collected in San Fernando Road at VP2. TAME was detected at the same locations where elevated MTBE concentrations were detected (VP1, VP2, VP4, VP4 DUP and VP9).

BTEX was only detected from one groundwater sample (VP2). Concentrations of benzene, toluene, ethylbenzene, and xylenes were 720  $\mu$ g/L, 920  $\mu$ g/L, 720  $\mu$ g/L, and 1,760  $\mu$ g/L, respectively. BTEX was not detected at other sampling locations.

PCE was only detected from on-site samples (VP3 through VP10). Concentrations ranged between below the laboratory detection limit of 0.5 to 21 µg/L PCE was not detected from samples collected in San Fernando Road (VP1 and VP2).

## 4.4.3 Gasoline-Range Compounds and Isotope Analysis

The groundwater sample with the most gasoline-range compounds and the highest concentrations was from a sample collected in San Fernando Road at VP2. A total of 71 gasoline compounds were detected (Attachment H). Some of these compounds included isobutene, methylcyclopentene, benzene, toluene, ethylbenzene, xylenes, 1,2,4-trimethylbenzene, and indane. Groundwater samples collected at VP1 and VP9 detected 9 and 15 gasoline compounds, respectively. Groundwater samples collected at VP2 through VP8, and VP10 detected only traces of gasoline compounds (four or less compounds).

A carbon isotope ratio of BTEX compounds was conducted using the groundwater sample with the highest detected concentrations (VP2). The results indicate that the ratios of all the BTEX components are not likely from Southern California Monterey Formation. The carbon isotope ratio of benzene was determined to be similar to the isotopic signature of North Slope Alaska (NSA) oil (Attachment H).

## 5. Summary

The purpose of this assessment was to identify the potential source(s) of the TPH-g. Soil, soil gas, and groundwater samples were collected on Site (including the two former USTs) and on San Fernando Road (near the service station) to help determine the potential source(s). The result suggests that TPH-g is likely from the service station on the northeast side of San Fernando Road at 2135 San Fernando Road (across the street from the Site). This is based on the following:

- Elevated concentrations of TPH-g and MTBE were detected in soil gas and
  groundwater samples collected in San Fernando Road (VP1 and VP2) (Figures 6, 7,
  8, 13 and 14). Elevated concentrations of MTBE were detected in soil samples
  collected in San Fernando Road (Figures 10 and 11). The presence of MTBE may
  indicate that the source was gasoline fuel used between the late 1970s and early
  2000s.
- Results from ZYMAX (a forensic laboratory) detected the most gasoline compounds from samples collected in San Fernando Road (VP2).
- Isotope analysis from groundwater sample VP2 indicates that the ratios of all the BTEX components are not likely from a California source. In fact, the carbon isotope ratio of benzene was determined to be similar to the isotopic signature of North Slope Alaska oil.
- Elevated concentrations of TPH-g and MTBE have been detected in soil samples near
  the former USTs at the service station (Daly Environmental Services, 1999°).
   Concentrations of TPH-g and MTBE were up to 2,838,000 µg/kg and 21,680 µg/kg,
  respectively (Figure 9). Since a work plan is in place to conduct soil and groundwater

<sup>&</sup>lt;sup>6</sup> Daly Environmental Services, June 25, 1999. Underground Storage Tank Closure Report. Serkis Arco Station, 2135 San Fernando Road, Los Angeles, California.

assessment at the service station (Atlas Environmental Engineering, Inc. 20127), it is unlikely that soil and groundwater has been remediated.

 Tank closure has been granted by the RWQCB for the on-site USTs. Soil results for BTEX, MTBE and TPH-g from samples collected within the footprints of the former USTs (VP5 and VP9) were non detect.

Brown and Caldwell appreciates this opportunity to be of continued service to the Los Angeles Department of Public Works, Bureau of Sanitation. Please contact us at 213-271-2300 if you have questions regarding this report.

Very truly yours,

**Brown and Caldwell** 

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Phillip S. Rosenberg, PG, CEG, CHG Managing Hydrogeologist

Tracy M. Powell, PE Project Manager

cc: Ali Pootsi, Bureau of Sanitation Morton Price, Geotechnical Engineering Division

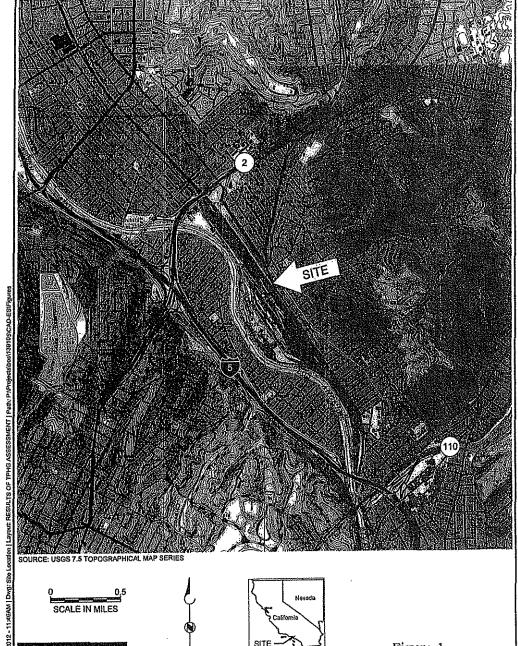
### Enclosures:

- 1. Figures (14)
- 2. Tables (6)
- 3. Attachment A: Permits
- 4. Attachment B: Soil Boring and Well Construction Logs
- 5. Attachment C: Soil Gas Survey Results
- 6. Attachment D: Land Survey
- 7. Attachment E: Waste Manifest Forms
- 8. Attachment F: Data Quality Management
- 9. Attachment G: Laboratory Analytical Reports
- 10. Attachment H: Zymax Laboratory Reports

### Limitations

This document was prepared solely for Los Angeles Department of Public Works, Bureau of Sanitation in accordance with professional standards at the time the services were performed and in accordance with the contract between Los Angeles Department of Public Works, Bureau of Sanitation and Brown and Caldwell dated September 29, 2008. This document is governed by the specific scope of work authorized by Los Angeles Department of Public Works, Bureau of Sanitation; it is not intended to be relied upon by any other party except for regulatory authorities contemplated by the scope of work. We have relied on Information or Instructions provided by Los Angeles Department of Public Works, Bureau of Sanitation and other parties and, unless otherwise expressly indicated, have made no Independent Investigation as to the validity, completeness, or accuracy of such Information.

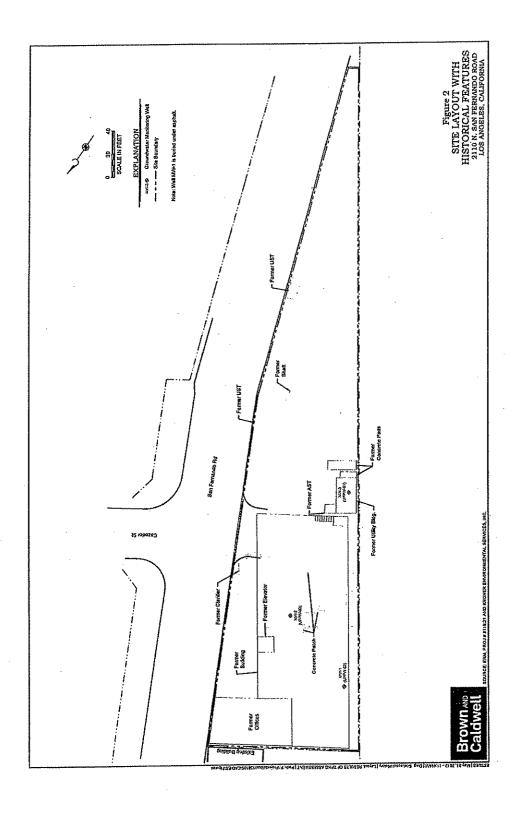
<sup>7</sup> Atlas Environmental Engineering, Inc., September 28, 2011. Work Plan for Site Assessment. Serkis Arco, 2135 San Fernando Road, Los Angeles, California.

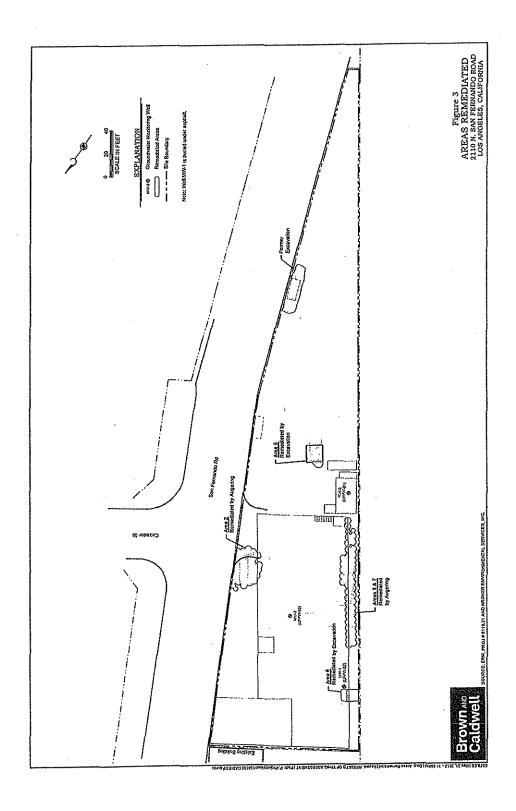




Brown AND Caldwell

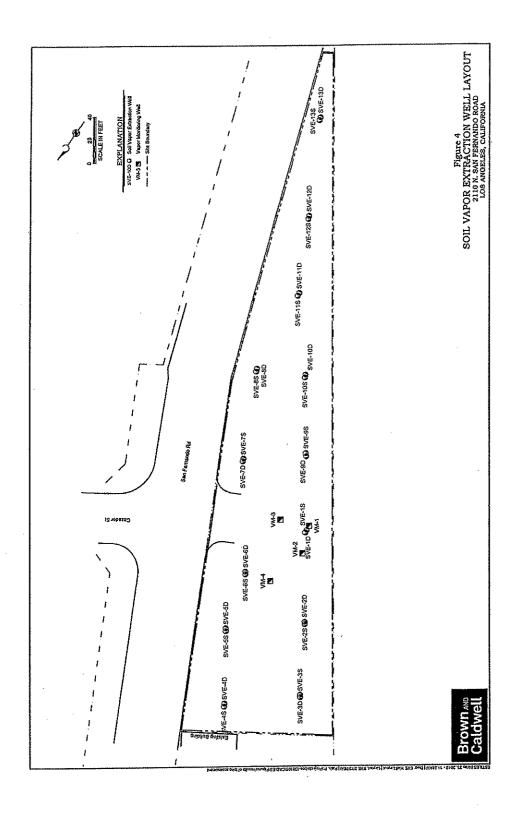
Figure 1 SITE LOCATION 2110 N. SAN FERNANDO ROAD LOS ANGELES, CALIFORNIA

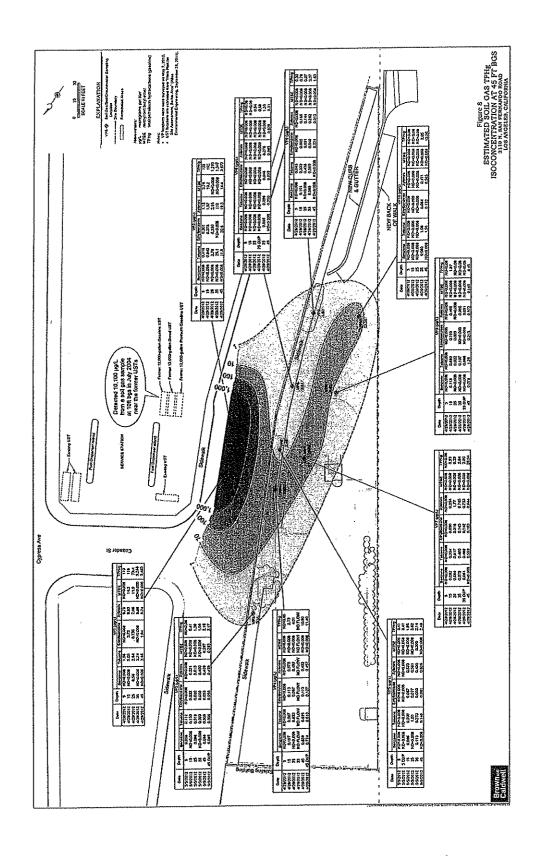




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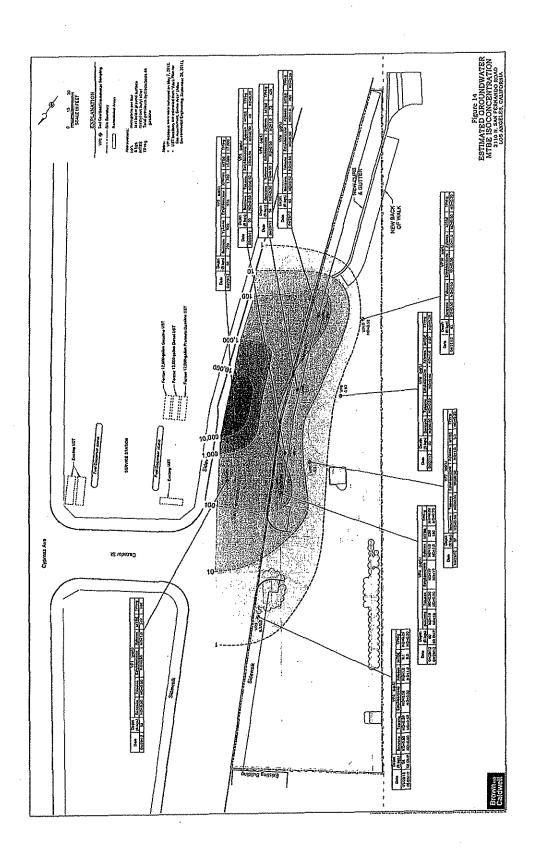




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# LABOS Project: 2110 North San Fernando Road Los Angeles, California

Report Prepared for:

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## Introduction

Twelve water and eleven soil samples, listed in the Chains-of-Custody in the appendix, were received at Zymax on April 30 and May 7, 2012 for characterization and comparison of volatile petroleum products in the samples. The following analyses were performed.

- C<sub>3</sub>-C<sub>10</sub> hydrocarbon concentrations by GC/MS
   Carbon isotope ratio of BTEX compounds by GC/IRMS

Supporting information including the results of historic VOC analyses and a site map were

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## Methodology

## C3-C10 gasoline range quantitation in water and soil samples by GC/MS

Volatile hydrocarbons are purged from water samples by bubbling helium through the sample. Soil samples are shaken with methanol, and an aliquot of the methanol extract is injected into distilled water and purged in the same way as water samples.

The purged sample components are trapped and concentrated on an adsorbent trap. When purging is complete, the sample components are desorbed by heating and back-flushing the adsorbent trap with helium. The desorbed hydrocarbons are cryofocussed on a capillary precolumn. The cryogenic trap is then flash-heated and the analytes are injected into the gas chromatograph (GC) as a tightly focused mass. A 60 meter narrow bore DB5 capillary column is used to separate the hydrocarbon, which are detected with a mass spectrometer (MS) interfaced to the GC. A total of 123 volatile hydrocarbons and sulfur containing compounds are quantified by comparison with authentic standards.

### Carbon isotope ratio of BTEX compounds by GC/IRMS

Volatile organic compounds are extracted from water samples on a Solid Phase Micro Extraction (SPME) fibre. The SPME fibre is placed in the headspace of a vial above 30-50 ml of the water sample, which is stirred for 15-30 min. to achieve equilibrium of the volatile compounds between water and headspace. The SPME fibre is inserted into the injection port of an Agilant 6890 GC linked to an oxidation furnace and a Micromass IsoPrime Isotope Ratio Mass Spectrometer (IRMS). Volatile compounds are desorbed from the SPME fibre at high temperature in the GC injection port into a helium carrier gas flow. Benzene, toluene, ethylbenzene, and xylenes are separated on the GC column, flushed in the carrier gas through the oxidizing furnace to convert the carbon in each compound to CO<sub>2</sub>, and the carbon isotope ratio of the CO<sub>2</sub> measured in the IRMS.

Stable isotope ratios are conventionally referenced to an internationally recognized standard, and are expressed in the  $\delta$  notation, where, for carbon,

$$\delta^{13}C = (R_{sample}/R_{standard}-1) \times 1000, \text{ and}$$
 
$$R = {}^{13}C/{}^{12}C.$$

Units are per mil (% $_{oo}$ ). The standard, by definition, has a  $\delta$  value of 0, and samples may have positive or negative  $\delta$  values depending on whether the sample is enriched or depleted in the heavier isotope. More positive  $\delta$  values are commonly referred to as being isotopically heavier, and more negative  $\delta$  values referred to as isotopically lighter. The international standard for carbon is Pee Dee Belemnite (PDB). This sedimentary carbonate lies at the heavy end of the naturally occurring carbon range, so most materials have -ve  $\delta$  values.

### Petroleum Product Characterization

The only sample that contained significant concentrations of hydrocarbons was groundwater sample VP2-58'. A bar diagram of the hydrocarbon concentrations on the next page shows abundant BTEX compounds in the sample, and also trimethylpentanes, which are alkylate hydrocarbons that are blended into gasoline to increase octane levels. Much smaller hydrocarbon concentrations were present in groundwater samples VP9-63', VP9-63' duplicate, and VP1-58'. Hydrocarbons were not detected in either of two Trip Blanks. The bar diagrams of VP9-63' and VP1-58' show some similarity to VP2-58' in the presence of the dimethylbutane, dimethylpentane, and trimethylpentane branch chain hydrocarbons. However, these hydrocarbons are resistant to biodegradation, and they may represent the residue of a degraded gasoline.

The only detections of gasoline hydrocarbons in the samples were in groundwater. In soil samples, VP2-50' in particular, gasoline hydrocarbons were not detected. This indicates that the gasoline at VP2, VP9, and VP1 has migrated to those locations with the groundwater from the cast, which is the reported groundwater flow direction. The presence of only trace amounts of hydrocarbons in groundwater at VP4, VP5, VP6, and VP9 indicates that there has been very limited migration of gasoline across San Fernando Road.

The carbon isotope ratios of the BTEX compounds in VP2-58 were measured in an attempt to identify the source of the dissolved gasoline in the groundwater. This approach relies on the fact that petroleum products inherit the isotopic signature of the crude oil from which they are refined. Carbon isotope ratios of certain crude oils vary dramatically, those from North Slope Alaska (NSA) and from southern California in particular (Global Geochemistry Corp, 1990). The carbon isotope ratio of benzene in VP2-58' in Table 1 is similar to the isotopic signature of NSA oil. However, the ratios of toluene, ethylbenzene, and xylenes are istopically heavier than NSA oil. The ratios of all the BTEX components are lighter, however, than southern California Monterey oil.

The fuel oxygenates MTBE and TAME were detected in the C<sub>3</sub>-C<sub>10</sub> analysis, and confirmed in the supporting VOC analysis. There is a substantial MTBE concentration in VP2-58', which indicates that the gasoline was released prior to 2004, when MTBE was banned in California.

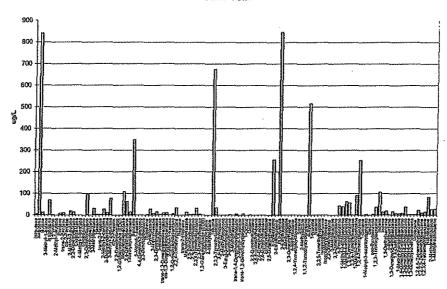
Table 1. Carbon isotope ratios (%) in VP2-58'

ZymaX ID	42616-17 VP2-58' (4-29-12 1210)	
Sample ID		
Benzene	-30.6	
Toluene	-26,4	
Ethylbenzene	-25,9	
m+p-Xylenes	-24,7	
o-Xylene	-25,2	

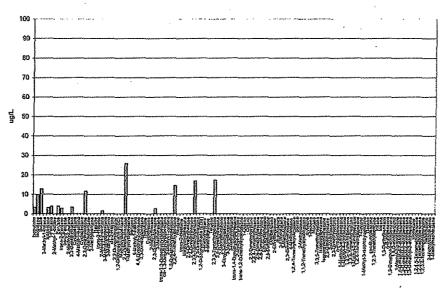
Global Geochemistry Corp.; Unpublished Report; Los Angeles, CA; 1990.

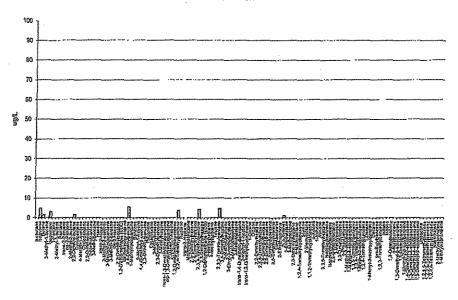
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#### VP9-63" water





### Conclusions

Twelve water and eleven soil samples were analyzed to identify gasoline hydrocarbons in the samples. Significant dissolved gasoline concentrations were measured in only one groundwater sample VP2-58'. Trace amounts of degraded gasoline, which may be related to the gasoline in VP2-58', were measured in VP9-63' and VP1-58' groundwater samples. The gasoline in the samples has most likely migrated with groundwater to these locations from the east.

Additive content and isotopic analysis indicate that the dissolved gasoline in VP2-58' was released prior to 2004, and was not refined from a southern California oil.

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EICHEL • INC

Real Estate Analysis

## The Company

ichel Inc. is a real estate research and appraisal firm centered in Los Angeles providing services to a diverse client base. Detailed, well-researched reports and on-time performance mark our business philosophy.

Area Served... Appraisal venues are concentrated in the five-county greater Los Angeles area. Additionally, assignments have been conducted in northern California, Hawaii and neighboring states. Several national studies form a part of our experience background.

*Professional Staff* . . . Eichel Inc. maintains a highly-educated and well-trained staff of men and women specializing in data research, analysis, valuation and expert testimony. Senior appraisal staff is active in graduate school programs and attainment of Appraisal Institute designations.

Data Base . . . A data library emanating from a wide-ranging scope of work accumulated over 30 years of experience has created a wealth of basic valuation material with which to solve challenging new valuation problems. A complete data resource system containing a full array of privately-published and governmental real estate and economic statistics provides an invaluable information resource. Custom-designed and industry-standard computer models have been assembled for use in sophisticated investment analysis and discounted cash flow studies.

Recent Projects . . . Our competence in completing major projects is demonstrated by these recent assignments:

- Playa Vista... Consultants to the City of Los Angeles on the 1,000-acre, mixed-use, Mello Roos bond-financed development located in West Los Angeles; the largest in-fill project within the United States in the last 10 years.
- Silver Oaks . . . Valuation of proposed 2-million-square-foot business park and 18-hole championship golf course located in the San Fernando Valley.
- Lockheed/Martin Facilities . . . Appraisal and ad valorem tax appeal representation associated with ownerships at Burbank Airport, Palmdale, Helendale and Rye Canyon.
- The Ronald Reagan Foundation . . . Valuation of the Ronald Reagan Presidential Library, Simi Valley, California.
- Los Angeles Department of Water and Power... Eminent domain action on 100-square-mile windmill farm and alternative energy site.

Assignments . . . While Eichel Inc. enjoys staffing capabilities for large complex or mass assignments, most appraisals involve the solution of workaday valuation problems of lenders, attorneys, accountants, trust officers, investors, real estate developers, and many more.

Appraisal f	For Los Angeles City Department of Water and Power:
wind resou	and eminent domain action on 100 square miles of land in the Tehachap arce area of Kern County. Analysis and quantification of gross energy and turbine location to land valuation issues.
Appraisal f	or Southern California Edison:
Acquisition	of part taking on Rose Hills Memorial Park and Mortuary in Whittier.
	•••••••••••••••••••••••••••••••••••••••
Appraisal fo	or Los Angeles By-Products:
_	by Los Angeles County Flood Control District of 60-acre inert landfill pit Avenue in Sun Valley.
	•••••••••••••••••••••••••••••••••••••••
Appraisal fo	or City of Los Angeles Department of Libraries:
	f air rights, surface and subsurface easements for Saint Vibiana's Cathedral okyo Branch Library.
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## **Litigation Consulting**

Eichel Inc. specializes in real estate litigation consulting for court and arbitration.

Norman Eichel, MAI, has qualified as an expert witness in the Superior Courts of Los Angeles County, Orange County, Santa Barbara County, Monterey County, San Francisco and Alameda County. Testimony has been provided as well in Federal Court, Federal Tax Court and Federal Bankruptcy Court.

Additionally, Eichel Inc. offers special facilities for the production of forensic presentations, including professional videos and graphic art and computer-driven displays.

Below is a summary highlighting past litigation assignments:

La Conchita - Plaintiff represented by Thorsnes, Bartolotta, McGuire & Padilla; landslide damages for 100 dwellings along Ventura County coast in La Conchita, California.

Anacapa Isle Marina - Lessee, Almar Ltd. represented by Nordman, Cormany, Hair & Compton; fair percentage slip rent analysis and arbitration representation on 455-slip marina development in Oxnard, California.

Arden Guthrie Project - Defendant, City of San Bernardino represented by MacLachlan, Burford & Arias; damages on 125 apartment buildings in a low-moderate-income project, located in San Bernardino, California.

Lido Peninsula - Internal Revenue Service; valuation of Lido Peninsula with marina, commercial and mobile home park, Newport Beach, California.

Ritz Carlton Hotel, Maui - Internal Revenue Service; valuation of historic preservation easement on 13.6-acre hotel site, Honokahua, Kapalua Bay, Maui, Hawaii.

Investment Partnership - Defendant, Security Title Company represented by Billet & Kaplan; valuation of 821 post offices in 46 states; development of parametric computer model for mass appraisal.

Metro-Rail Blue Line - Defendant, Metropolitan Transit Authority, Los Angeles County; valuation of series of inverse condemnation matters relating to construction of on-grade mass transit line, Los Angeles, California.

Cal-State Camarillo - Defendant, Michael Mohseni, landowner represented by Tom Dankert; part take appraisal of large agricultural acreage to be used for State college campus, Camarillo, California.

Southern Pacific Right-of Way - Los Angeles County Transportation Commission; consultants on acquisition of 110 miles of Southern Pacific Right-of-way, the largest public real estate transaction in the history of the state.

MacArthur Park - Los Angeles County Transportation Commission and Los Angeles City; appraisal of MacArthur Park, a major urban property for negotiated sharing of use rights and subterranean right of way.

Downtown Metro-Rail Stations - Los Angeles County Transportation Commission; appraisal of subterranean air rights for three downtown metro-rail stations, Los Angeles, California.

In addition to the above major assignments, Eichel Inc. has conducted a great number of appraisals and consultations for the City of Los Angeles involving direct litigation actions or negotiated settlements, as well as numerous jobs for attorneys and private parties.

## **Real Estate Valuation**

Over the last 30 years, Eichel Inc. has appraised a wide array of properties including:

- Single-family Residences
- Tract Projects
- Retail Stores

- Apartment Buildings
- Major Hotels
- Industrial and Loft Structures
- · Shopping Centers
- · Office Buildings
- Condominiums

Additionally, the firm has conducted numerous special purpose land-use studies including:

- · Golf Courses
- Churches
- Schools
- Auto Dealerships
- Gravel and Mineral Deposits
- Cattle Feed Lots

- Cemeteries
- Hospitals
- Sanitariums
- Parking Garages
- Airports
- Agricultural Land

- Shipyards
- Theaters
- TV and Radio Stations
- Railroad Right-of-Way
- Marinas
- · Restaurants

### Loan Appraisals

Appraisals for financing on new and existing construction; refinancing; rated valuations for securitization.

#### Condemnation

Appraisals for full takes; part takes; inverse takes; rights of way for public agencies, corporations and individuals; mass acquisition experience.

### **Economic Analysis**

Experience includes highest and best use studies, alternative disposition studies, volume expectancy studies for shopping centers and economic feasibility analysis.

#### Ad Valorem Tax Analysis

Property valuation and appeal board hearing representation services. Major clients include *Lockheed/Martin* and *Service Corporation International*.

### **Insurance Analysis**

Cost and extent of damage estimating of all types of structures for fire insurance; hospital, school and office equipment; recently-conducted insurance-related valuations for *Farmers Insurance Group* on over 1,700 residential units damaged by fire and the Northridge earthquake.

## **Corporations Served**

3M

Alpha Beta

American Medical International

Amgen

AT&T

Church of Scientology

Claremont College

Coldwell Banker

Coopers & Lybrand

**Dunn Edwards** 

EQ Services, Inc.

Farmers Insurance Group of Companies

Food 4 Less

Foote Cone & Belding

General Motors

Honda

Howard Hughes Realty

Humana Inc.

Lockheed

Merrill Lynch

Motion Picture Retirement Home

Mt. Sinai Medical Center

Philip Morris

Prudential

Raytheon Corporation

Safeco Insurance

Safeway

Santa Monica Hospital

Schaefer Oil

SCI Management Corporation

Smithkline Beecham

Summa Corp.

Sun Life of Canada

**Target Stores** 

The Church of Jesus Christ of Latter Day Saints

The Wherehouse

Tomdan Enterprises (Tommy's)

Union Oil

United Gulf Management

# Mortgage Banking and Loan Administration Served

Douglas, Emmett & Company

Dwyer Curlett

Emerson International Co.

George Elkins Mortgage Banking Company

ICON Associates, San Francisco

J.E. Robert Companies

LSI

Midland Loan Services, Kansas City

Nomura Securities International

Orix USA Corporation

**REIS Companies** 

Tokai Credit Corporation

Trinity Financial Services

Troxler & Associates

United Realty & Advisors

### **Law Firms Served**

Anthony Strauss

Barton, Klugman & Oetting

Berger, Kahn, Shafton, Moss, Figler & Gladstone

Bewley, Lassleben & Miller

Billet & Kaplan

Bloom & Ruttenberg

Blum Collins LLP

Carlson Law Group

Chapin, Fleming & Winet

Coony & Bihr

Curls, Brown & Roushon

Dankert & Kuetzing

David Brown

Demetriou, Del Guercio, Springer & Francis

Dennison, Bennett & Press

Ferguson, Case, Orr, Paterson & Cunningham

Fields & Pearl

Frandzel & Share

Fullbright & Jaworski

Gaims, Weil, West & Epstein

Gerald C. Weaver

Gibson, Dunn & Crutcher

Gold, Marks, Ring & Pepper

Goldman, Gordon & Lipstone

Graham & James

Gray, York & Duffy

Greenburg & Glusker

Hillsinger & Costanzo

Horgan, Rosen, Beckham & Coren

Ivanjack & Lambirth

Jeffer, Mangels, Butler & Marmaro

Kelly, McAuliffe

Krivis, Spile & Siegal

Latham & Watkins

Lenske & Lenske

Lewis, D'Amato, Brisbois & Bisgaard

Levy, Small & Lallas

Melanie Lomax & Associates

Mitchell, Silberberg & Knupp

Morris, Polich & Purdy

Morrizon & Foerster

Music, Peeler & Garrett

Myron Roschko

Negele, Knopfler, Pierson & Robertson

Nordman, Cormany, Hair & Compton

Nossaman, Guthner, Knox & Elliot

O'Flagerty & Belgum

O'Melveny & Myers

Orbach, Huff & Suarez

Peterson Law Group

Prenovost, Normandin, Bergh & Dawe

Russell, Hancock, Jeffries & Gaston

Scadden Arps

Sherman & Kurtz

Spile & Siegal, LLP

Stern, Neubauer, Greenwald & Pauly

Tachner & Terrier

Tyre, Kamins, Katz & Granof

Wiedner, Swanson & Paul

Wilson, Elser, Moskowitz, Edelman & Dicker

## **Lending Institutions Served**

American International Bank Appraisal Management Corp.

Bank Hapoalim B.M.

Bank Leumi

Bank of Commerce

Bank of Granada Hills

Bank of Los Angeles

Bank of Newport

Bank of Newport Beach

Bank of Taiwan

California Federal Bank

California United Bank

Capital Bank

Chase Manhattan Bank

Citibank

Citicorp North America

City National

Coast Federal Bank

Columbia Savings & Loan

Commercial Capital Bank

Community Bank

Countrywide Mortgage

Empire of America Realty Credit Corp.

Fidelity Federal Bank

First California Mortgage Company

First Charger Bank

First Citizens Bank

First Fidelity Thrift and Loan

First Interstate Bank

First National Bank

First Regional Bank

First Republic Thrift and Loan

Foster Ousley Associates

Funders Mortgage Corporation

Glendale Federal Bank

**GMAC** Mortgage

Guardian Bank

Guardian Savings and Loan Association

Headlands Mortgage Company

Home Savings and Loan

Independence Bank

Industrial Bank

Israel Discount Bank

Lender's Service Incorporated

Los Angeles Police Credit Union

Merchants Bank

Metro Bank

Mortgage and Realty Trust

Mortgage Bankers Acceptance Corporation

Nomura Asset Capital Corporation

North American Mortgage Company

Omni Bank

Pacific Inland Bank

Plaza Funding

Preferred Bank

Quality Mortgage

Sanwa Bank

Security Bank

Southern California Financial

Sumitomo Bank

Tokai Bank

Trans Pacific National Bank

United National Bank

Western Federal Savings Bank

# **Governmental Agencies Served**

Channel Islands Harbor Department

City of Bell

City of Bell Gardens

City of Bradbury

City of Costa Mesa, City Attorney

City of Carson

City of Glendale

City of Los Angeles

City Attorney

Recreation and Parks

Police

Real Estate Management

Water & Power

Airports

City of Monrovia

City of Oakland Harbor Department

City of Oxnard, City Attorney

City of Redondo Beach

City of South San Francisco

City of Westlake Village

City of Whittier

**FDIC** 

General Services Administration, California

General Services Administration, County of Orange

General Services Administration, U.S.

Internal Revenue Service

LACTC

Los Angeles County, County Counsel's Office

Metropolitan Transit Authority

Mountains Recreation and Conservation Authority

Public Service of New Mexico

Resolution Trust Corporation

**RTD** 

University of California Medical Center, San Francisco

## **Qualification Summary**

### NORMAN EICHEL, MAI President

EDUCATION:

University of Southern California, Bachelor of Science in Finance

Graduate Studies in Real Estate Research, U.S.C.

**Appraisal Institute** 

**Mortgage Bankers Association** 

PROFESSIONAL:

Real Estate Research Corporation

Urban Analyst, Los Angeles

Urban renewal, analysis, micro-economic studies and retail sale volume projections.

Marshall & Stevens, Inc.

Regional Manager, San Francisco

Mass appraisals, office building, shopping center and large multi-family valuations

Tait Appraisal Company San Francisco and Los Angeles General appraisal practice

Fee Appraiser - San Francisco

General appraisal practice