FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3440 Wilshire Boulevard
DOT Case No. CEN19-48798

Date: October 22, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **ADDENDUM TO THE TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT AT 3440 WILSHIRE BOULEVARD**

On October 25, 2018, the Department of Transportation (DOT) issued a transportation assessment report to the Department of City Planning for the proposed Mixed-Use project (**Attachment D**) based on the September 2018 transportation impact analysis prepared by Fehr & Peers. However, since the report was released, the project has been revised and an August 27, 2019 addendum to the transportation analysis was prepared by Fehr & Peers.

The original project at 3440 Wilshire Boulevard proposed 641 multifamily high-rise residential units and 18,454 square feet located. The revised project proposes 640 multifamily high-rise residential units, 5,538 square feet of retail space, 4,600 square feet of high-turnover sit down restaurant, and 2,000 square feet of fast casual restaurant. The revised project level of service table can be found in **Attachment A**. The revised project trip generation table can be found in **Attachment B**. The revised project site plan can be found in **Attachment C**. The original project's level of service table, trip generation table, and site plan can all be found in **Attachment D**. The revised project's access and driveway plan will remain the same as the original project. A table of project land use changes is as follows:

Land Use	Original Project	Revised Project
Multifamily High-Rise Residential Units	641 units	640 units
Retail Space	18,454 square feet (sf)	5,538 sf
High-Turnover Sit Down Restaurant	-	4,600 sf
Fast Casual Restaurant	-	2,000 sf

The previous traffic analysis determined that none of the fourteen analyzed intersections would be significantly impacted by project related traffic. The revised is also not expected to result in significant impacts to any of the fourteen intersections. DOT concurs with the addendum that the project's expected impact would be less than significant and no changes to the transportation analysis are required. All of the project requirements that are identified in DOT's October 25, 2018 letter (**Attachment D**) shall remain in effect.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

K:\Letters\2019\CEN19-48798_3440 Wilshire Blvd Mixed Use_Revised Project

c: Jordan Beroukhim, Council District 10
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood/Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Tom Gaul & Ryan Liu, Fehr & Peers

TABLE 5
3440 WILSHIRE - REVISED PROJECT
FUTURE YEAR (2026) PLUS REVISED PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2026)		FUTURE (2026) + REVISED PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave &	AM	0.972	E	0.976	E	0.004	No
	Wilshire Blvd	PM	0.940	E	0.944	E	0.004	No
2	Western Ave &	AM	0.920	E	0.921	E	0.001	No
	8th St	PM	1.009	F	1.013	F	0.004	No
3	Normandie Ave &	AM	0.828	D	0.828	D	0.000	No
	3rd St	PM	0.864	D	0.866	D	0.002	No
4	Normandie Ave &	AM	0.789	C	0.789	C	0.000	No
	6th St	PM	0.755	C	0.756	C	0.001	No
5	Normandie Ave &	AM	1.037	F	1.040	F	0.003	No
	Wilshire Blvd	PM	1.058	F	1.063	F	0.005	No
6	Irolo St &	AM	0.657	B	0.668	B	0.011	No
	7th St	PM	0.809	D	0.827	D	0.018	No
7	Irolo St &	AM	1.189	F	1.196	F	0.007	No
	8th St	PM	1.279	F	1.285	F	0.006	No
8	Normandie Ave &	AM	0.962	E	0.965	E	0.003	No
	Olympic Blvd	PM	1.046	F	1.049	F	0.003	No
9	Mariposa Ave &	AM	0.569	A	0.575	A	0.006	No
	6th St	PM	0.619	B	0.626	B	0.007	No
10	Mariposa Ave (West) &	AM	0.690	B	0.698	B	0.008	No
	Wilshire Blvd	PM	0.701	C	0.714	C	0.013	No
11	Mariposa Ave (East) &	AM	0.657	B	0.678	B	0.021	No
	Wilshire Blvd	PM	0.635	B	0.667	B	0.032	No
12	Mariposa Ave &	AM	0.574	A	0.587	A	0.013	No
	8th St	PM	0.661	B	0.699	B	0.038	No
13	Vermont Ave &	AM	1.159	F	1.165	F	0.006	No
	Wilshire Blvd	PM	1.161	F	1.169	F	0.008	No
14	Vermont Ave &	AM	0.985	E	0.989	E	0.004	No
	8th St	PM	1.046	F	1.048	F	0.002	No

TABLE 3
3440 WILSHIRE - REVISED PROJECT
TRIP GENERATION - ITE 10TH EDITION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	5.538 ksf	37.75	0.94	62%	38%	3.81	48%	52%	209	3	2	5	10	11	21
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(31)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(45)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Total Driveway Trips										133	2	1	3	6	7	13
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(66)*	*(1)*	*0*	*(1)*	*(3)*	*(3)*	*(6)*
Net External Vehicle Trips										67	1	1	2	3	4	7
High-Turnover (Sit Down) Restaurant	932	4.600 ksf	112.18	9.94	55%	45%	9.77	62%	38%	516	25	21	46	28	17	45
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(77)*	*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(110)*	*(5)*	*(5)*	*(10)*	*(6)*	*(4)*	*(10)*
Total Driveway Trips										329	16	13	29	18	10	28
Less: Pass-by [d]			*20%*	*20%*			*20%*			*(65)*	*(3)*	*(2)*	*(5)*	*(3)*	*(2)*	*(5)*
Net External Vehicle Trips										264	13	11	24	15	8	23
Fast Casual Restaurant	930	2.000 ksf	315.17	2.07	67%	33%	14.13	55%	45%	630	3	1	4	15	13	28
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(95)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(134)*	*(1)*	*0*	*(1)*	*(3)*	*(3)*	*(6)*
Total Driveway Trips										401	2	1	3	10	8	18
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(200)*	*(1)*	*0*	*(1)*	*(5)*	*(4)*	*(9)*
Net External Vehicle Trips										201	1	1	2	5	4	9
Multifamily Housing (High-Rise) [e]	222	640 DU	4.45	0.23	12%	88%	0.3	70%	30%	2,848	18	129	147	134	58	192
Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(427)*	*(3)*	*(19)*	*(22)*	*(20)*	*(9)*	*(29)*
Less: Transit Credit [f]			*25%*							*(605)*		*[f]*			*[f]*	
Net External Vehicle Trips										1,816	15	110	125	114	49	163
TOTAL DRIVEWAY TRIPS										2,679	35	125	160	148	74	222
NET INCREMENTAL EXTERNAL TRIPS										2,348	30	123	153	137	65	202

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's *Traffic Study Policies and Procedures*, December 2016. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.

[d] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, December 2016.

[e] Local high-rise residential data collected for LADOT was used to determine the trip generation for the residential land use. The local data did not include information on daily rates, so the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.

[f] The local high-rise residential data for the peak hours was collected in locations with access to transit; therefore, a transit credit was not applied during the peak hours. As local data was not available for daily, the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.

Attachment B

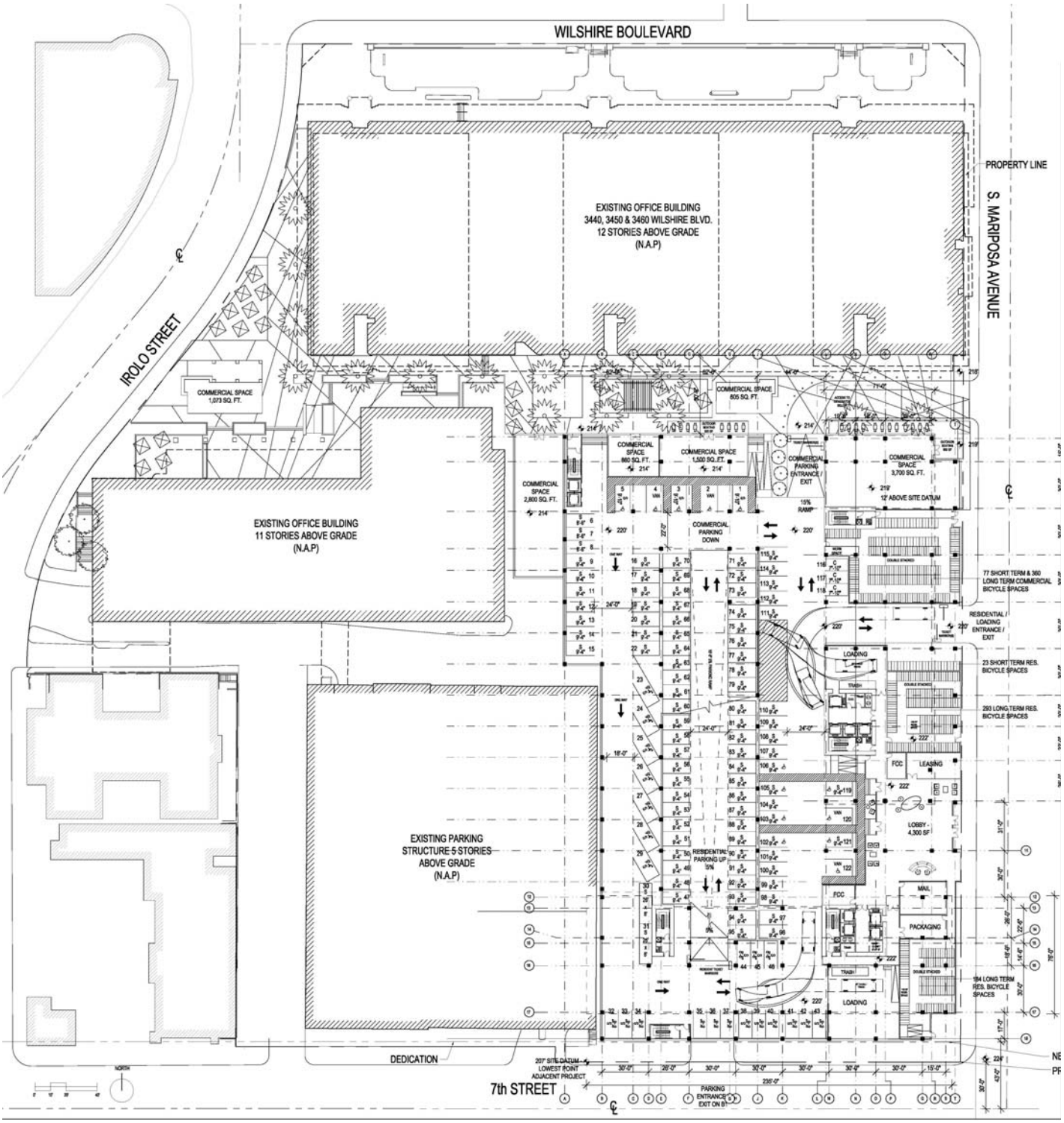

Figure 1

Revised Site Plan

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3440 Wilshire Blvd
DOT Case No. CEN 16-44755

Date: October 25, 2018

To: Heather Bleemers, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3440 WILSHIRE BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated September 2018, prepared by Fehr & Peers, for the proposed mixed-use development located at 3440 Wilshire Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed analysis of 14 signalized intersections, one un-signalized intersection, and two street segments. Based on DOT's current traffic impact criteria[1], none of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project site is currently occupied by a parking structure with two office buildings. The two existing office buildings will remain and include approximately 760,456 square feet of office space, retail, fast food restaurant, and sit down restaurant. The proposed mixed-use development at 3440 Wilshire Boulevard will replace just the existing parking structure with 641 high rise residential units, 18,454 square feet of retail space, two levels of underground parking structure, and four levels of above ground parking.

The project currently has five driveways that provide access to the existing uses. The new project will close one of the driveways, leaving the site with four driveways to serve the property. Residents will primarily use the Mariposa Avenue and eastern 7th Street driveway, but all other land uses on the site will have access to use each of the

[1] Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

driveways. Loading areas for the project will be accessible from the Mariposa Avenue driveway. The project is expected to be completed by 2026.

B. Trip Generation

The project is estimated to generate a net increase of 2,040 daily trips, 131 trips in the a.m. peak hour, and 186 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **WILSHIRE BOULEVARD** is designated as an Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **WEST 7TH STREET** is designated as an Avenue II, which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **SOUTH NORMANDIE AVENUE/ IROLO STREET** is designated as an Avenue III, which would require a 23-

foot half-width roadway within a 36-foot half-width right-of-way. **MARIPOSA AVENUE** is designated as a Local Street, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project currently has five driveways that provide access to the existing uses. The new project will close one of the driveways, leaving the site with four driveways. Residents will primarily use the Mariposa Avenue and eastern 7th Street driveway, but all other land uses on the site will have access to use each of the driveways. Loading areas for the project will be accessible from the Mariposa Avenue driveway.

The number of parking spaces that will be provided by the project was not disclosed in the study. The applicant should check with the Department of Building and Safety on the number of Code-required parking sp aces needed for the project.

D. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

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c: Jordan Beroukhim, Council District No. 10
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Quyen Phan, Central District, BOE
Amanda Heinke, Fehr & Peers

ATTACHMENT 1
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

TABLE 6
3440 WILSHIRE PROJECT
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave &	AM	0.719	C	0.722	C	0.003	No
	Wilshire Blvd	PM	0.661	B	0.664	B	0.003	No
2	Western Ave &	AM	0.660	B	0.661	B	0.001	No
	8th St	PM	0.619	B	0.621	B	0.002	No
3	Normandie Ave &	AM	0.627	B	0.628	B	0.001	No
	3rd St	PM	0.587	A	0.588	A	0.001	No
4	Normandie Ave &	AM	0.562	A	0.563	A	0.001	No
	6th St	PM	0.571	A	0.573	A	0.002	No
5	Normandie Ave &	AM	0.679	B	0.680	B	0.001	No
	Wilshire Blvd	PM	0.687	B	0.697	B	0.010	No
6	Irolo St &	AM	0.521	A	0.532	A	0.011	No
	7th St	PM	0.583	A	0.601	B	0.018	No
7	Irolo St &	AM	0.712	C	0.716	C	0.004	No
	8th St	PM	0.709	C	0.713	C	0.004	No
8	Normandie Ave &	AM	0.696	B	0.697	B	0.001	No
	Olympic Blvd	PM	0.715	C	0.717	C	0.002	No
9	Mariposa Ave &	AM	0.483	A	0.487	A	0.004	No
	6th St	PM	0.517	A	0.523	A	0.006	No
10	Mariposa Ave (West) &	AM	0.545	A	0.551	A	0.006	No
	Wilshire Blvd	PM	0.525	A	0.537	A	0.012	No
11	Mariposa Ave (East) &	AM	0.511	A	0.527	A	0.016	No
	Wilshire Blvd	PM	0.467	A	0.493	A	0.026	No
12	Mariposa Ave &	AM	0.403	A	0.416	A	0.013	No
	8th St	PM	0.450	A	0.483	A	0.033	No
13	Vermont Ave &	AM	0.833	D	0.839	D	0.006	No
	Wilshire Blvd	PM	0.757	C	0.759	C	0.002	No
14	Vermont Ave &	AM	0.649	B	0.650	B	0.001	No
	8th St	PM	0.651	B	0.658	B	0.007	No

TABLE 7
3440 WILSHIRE PROJECT
FUTURE YEAR (2026) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2026)		FUTURE (2026) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave &	AM	0.972	E	0.975	E	0.003	No
	Wilshire Blvd	PM	0.940	E	0.943	E	0.003	No
2	Western Ave &	AM	0.920	E	0.921	E	0.001	No
	8th St	PM	1.009	F	1.012	F	0.003	No
3	Normandie Ave &	AM	0.828	D	0.828	D	0.000	No
	3rd St	PM	0.864	D	0.866	D	0.002	No
4	Normandie Ave &	AM	0.789	C	0.789	C	0.000	No
	6th St	PM	0.755	C	0.756	C	0.001	No
5	Normandie Ave &	AM	1.037	F	1.038	F	0.001	No
	Wilshire Blvd	PM	1.058	F	1.062	F	0.004	No
6	Irolo St &	AM	0.657	B	0.668	B	0.011	No
	7th St	PM	0.809	D	0.826	D	0.017	No
7	Irolo St &	AM	1.189	F	1.194	F	0.005	No
	8th St	PM	1.279	F	1.285	F	0.006	No
8	Normandie Ave &	AM	0.962	E	0.963	E	0.001	No
	Olympic Blvd	PM	1.046	F	1.049	F	0.003	No
9	Mariposa Ave &	AM	0.569	A	0.575	A	0.006	No
	6th St	PM	0.619	B	0.625	B	0.006	No
10	Mariposa Ave (West) &	AM	0.690	B	0.696	B	0.006	No
	Wilshire Blvd	PM	0.701	C	0.713	C	0.012	No
11	Mariposa Ave (East) &	AM	0.657	B	0.673	B	0.016	No
	Wilshire Blvd	PM	0.635	B	0.661	B	0.026	No
12	Mariposa Ave &	AM	0.574	A	0.587	A	0.013	No
	8th St	PM	0.661	B	0.698	B	0.037	No
13	Vermont Ave &	AM	1.159	F	1.165	F	0.006	No
	Wilshire Blvd	PM	1.161	F	1.168	F	0.007	No
14	Vermont Ave &	AM	0.985	E	0.990	E	0.005	No
	8th St	PM	1.046	F	1.048	F	0.002	No

ATTACHMENT 2
Project Trip Generation Estimates

TABLE 4
3440 WILSHIRE PROJECT
TRIP GENERATION - ITE 10TH EDITION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	18.454 ksf	37.75	0.94	62%	38%	3.81	48%	52%	697	11	6	17	34	36	70
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(105)*	*(2)*	*(1)*	*(3)*	*(5)*	*(5)*	*(10)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(148)*	*(2)*	*(1)*	*(3)*	*(7)*	*(8)*	*(15)*
Total Driveway Trips										444	7	4	11	22	23	45
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(222)*	*(3)*	*(2)*	*(5)*	*(11)*	*(11)*	*(22)*
Net External Vehicle Trips										222	4	2	6	11	12	23
Multifamily Houseing (High-Rise) [e]	222	641 DU	4.45	0.23	12%	88%	0.3	70%	30%	2,852	18	129	147	134	58	192
Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(428)*	*(3)*	*(19)*	*(22)*	*(20)*	*(9)*	*(29)*
Less: Transit Credit [f]			*25%*							*(606)*		*[f]*			*[f]*	
Net External Vehicle Trips										1,818	15	110	125	114	49	163
TOTAL DRIVEWAY TRIPS										2,262	22	114	136	136	72	208
NET INCREMENTAL EXTERNAL TRIPS										2,040	19	112	131	125	61	186

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's *Traffic Study Policies and Procedures*, December 2016. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.

[d] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, December 2016.

[e] Local high-rise residential data collected for LADOT was used to determine the trip generation for the residential land use. The local data did not include information on daily rates, so the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.

[f] The local high-rise residential data for the peak hours was collected in locations with access to transit; therefore, a transit credit was not applied during the peak hours. As local data was not available for daily, the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.

ATTACHMENT 3
Project Site plan

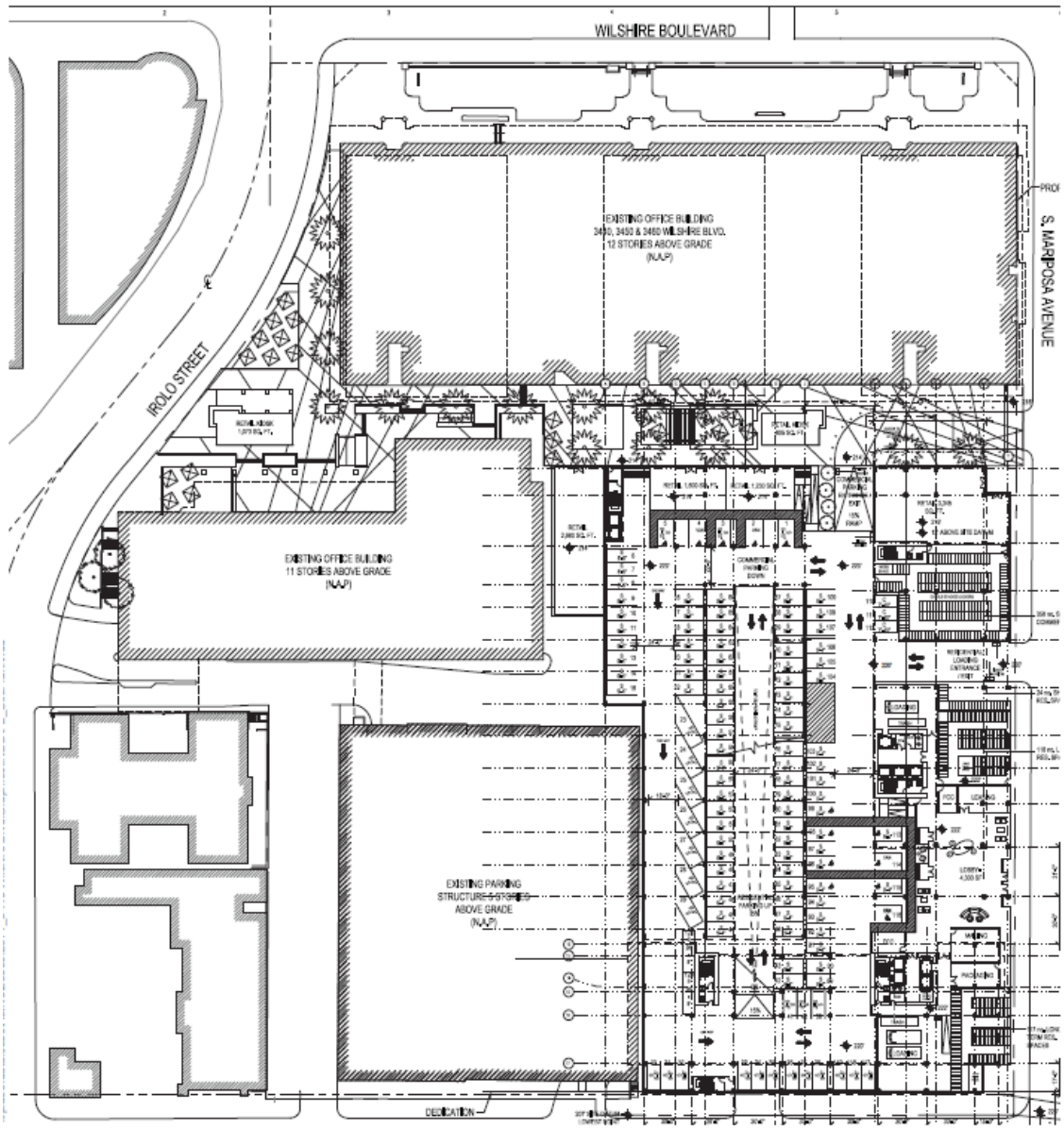

Figure 2A
Site Plan - Level 1

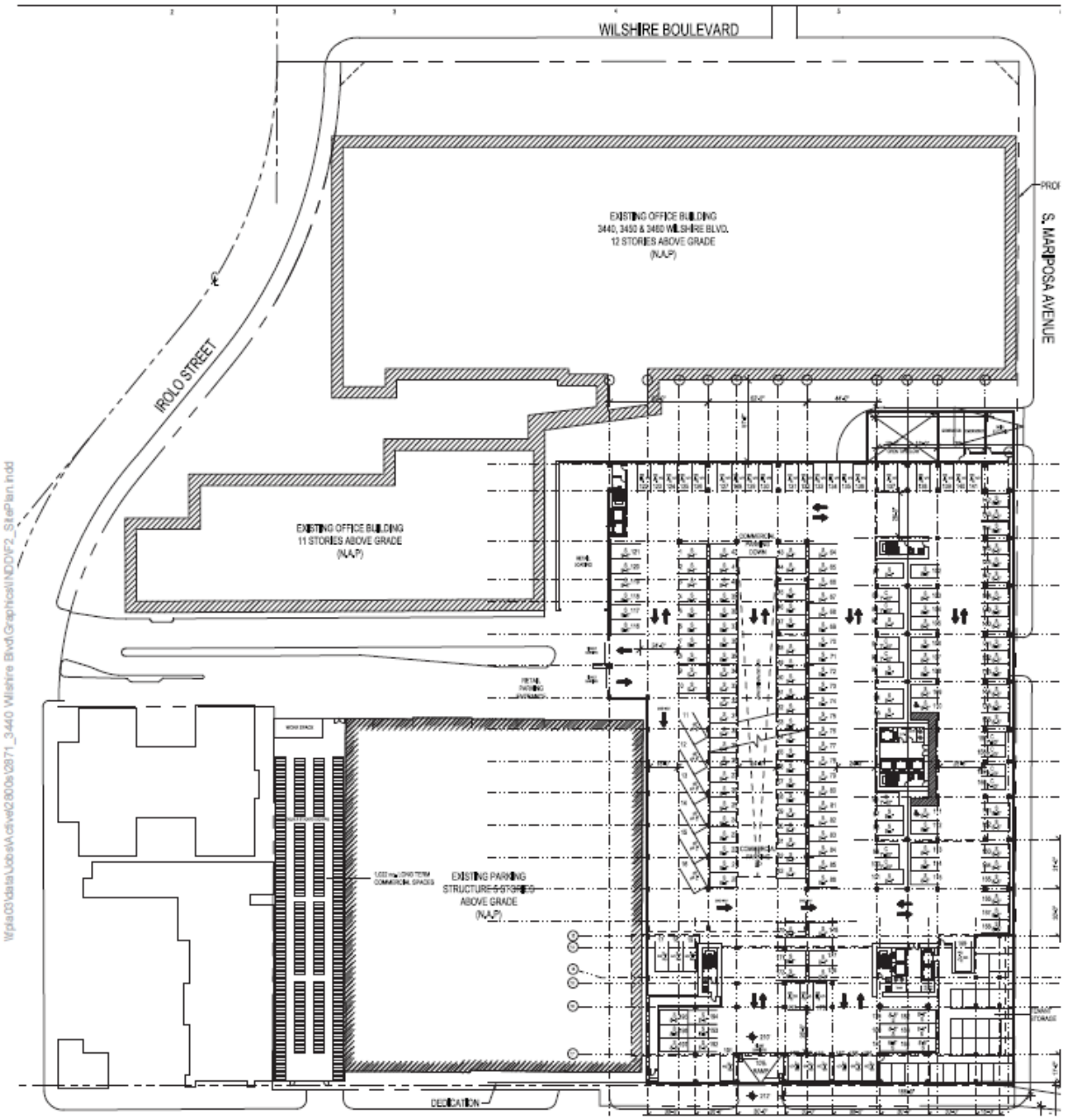

Figure 2B
Site Plan - Level B1