



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: October 24, 2024
Time: After 8:30 a.m.*
Place: Van Nuys City Hall, Council Chamber
14410 Sylvan Street, 2nd Floor
Van Nuys, CA 91401

This meeting may be available virtually, in hybrid format. Please check the meeting agenda (available at the link below) approximately 72 hours before the meeting for additional information or contact

cpc@lacity.org.

<https://planning.lacity.org/about/commissions-boards-hearings>

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: February 27, 2025

Multiple Approval: Yes

Case No.: DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1-1A
CEQA No.: ENV-2024-359-CE
Incidental Cases: None
Council No.: 4 – Raman
Plan Area: Hollywood
Specific Plan: Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea C (Community Center)
Certified NC: Los Feliz
GPLU: Highway Oriented Commercial
Zone: C2-1D
Applicant: Ben Pirian
Hollywood 26 Real Estate LLC and Vermont 26 Real Estate LLC
Representative: N/A
Appellant: Supporters Alliance for Environmental Responsibility (“SAFER”)
Appellant’s Representative: Victoria Yundt
Lozeau Drury LLP

PROJECT LOCATION: 1666 North Vermont Avenue (1642-1666 North Vermont Avenue; 4646-4650 West Prospect Avenue; 4685-4697 West Hollywood Boulevard)

PROPOSED PROJECT: The proposed project includes the demolition of two commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

REQUESTED ACTIONS: A Partial Appeal by the Appellant of the May 29, 2024, Director of Planning’s determination which:

1. **Determined** that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies;

2. **Approve with Conditions**, pursuant to Chapter 1, Section 11.5.7 D of the Los Angeles Municipal (LAMC) and the Vermont/Western Station Neighborhood Area Plan (SNAP) Ordinance No. 186,735, a modification of the previously approved Project Permit Compliance Review for the demolition of two (2) commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and

Modification request includes an increase in overall Floor Area Ratio (FAR), commercial FAR, the total open space, commercial parking, residential parking, overall height by a foot, transparency along Prospect Avenue, bike spaces, and removal of two previously proposed ground floor retail spaces for an expanded grocery store use. The Modification also includes a decrease in residential square footage and transparency along the Hollywood Boulevard and Vermont Avenue frontages. The corresponding changes were made to the project description, Exhibit "A" and modified Conditions of Approval relative to the previously approved Transit Oriented Communities (TOC) Affordable Housing Incentive Program and Site Plan Review (SPR), based upon the approved Findings, and subject to the approved Conditions of Approval:

RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies;
2. **Deny** the appeal of DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1;
3. **Sustain** the action of the Director of Planning in approving DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1 to conditionally approve a Modification of a Project Permit Compliance Review to permit the demolition of two commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan, and,
4. **Adopt** the Director of Planning's **revised** Conditions of Approval and Findings for DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1-1A.

VINCENT P. BERTONI, AICP
Director of Planning



Jane Choi, AICP, Principal City Planner

 for

Dahalynn Dominguez, City Planner



Yamillet Brizuela, AICP, City Planning Associate
yamillet.brizuela@lacity.org

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to cpc@lacity.org. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1299.

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PROJECT ANALYSIS

Project Summary

The Applicant requests a Modification of a Project Permit Compliance to permit the demolition of the two existing structures on-site and the billboard and to permit the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building measuring 86 feet in height. The project consists of 11,070 square feet of open space which will be provided in the form of 7,170 square feet of common open space and 3,900 square feet of private open space. The project will provide a total of 145 automobile parking spaces (104 residential parking spaces and 41 commercial parking spaces) and will provide 90 bicycle parking spaces.

The proposed project will require grading consisting of 35,930 cubic yards of cut and export, for the construction of the building foundations and subterranean parking levels. There are four (4) existing street trees in the public right-of-way and no trees on the subject site. The applicant does not propose the removal of any street trees but a worst-case scenario has been incorporated in the environmental analysis in case Urban Forestry requires the removal or replacement of existing trees as part of the right-of-way improvement plan.



Figure 1. Rendering of the proposed project.

On July 26, 2022, the Applicant was approved for the following TOC Housing Incentive Program incentives:

Base Incentives:

1. 80 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. No residential parking.

Additional Incentives:

1. 25 percent reduction in the overall usable open space per LAMC Chapter 1, Section 12.21 G(2) and the Vermont/Western SNAP Specific Plan Section 9.D requirements; and
2. Up to 33 additional feet in height to permit an overall height of 108 feet in lieu of the maximum height of 75 feet permitted in the Vermont/Western SNAP.

As no appeals were filed, the TOC incentives became effective on August 10, 2022.

On January 17, 2024, the applicant filed a Modification to the Project Permit Compliance Review determination for the construction of a new seven-story, 139-unit mixed-use building. The Modification request includes an increase in overall Floor Area Ratio (FAR) from 4.18:1 to 4.31:1, an increase in commercial FAR from 0.47:1 to 0.69:1, a decrease in residential square footage from 109,115 square feet to 106,530 square feet, and changes to the approved Exhibit "A" to increase in the total open space provided from 10,880 square to 11,070 square feet, increase of commercial parking from 28 to 41 spaces, increase of residential parking from 96 to 104 spaces, increase the overall height by one (1)-foot, decrease in transparency provided along Hollywood Boulevard from 864 square feet to 729 square feet, decrease in transparency along Vermont Avenue from 1,244 square feet to 880 square feet, and increase in transparency along Prospect Avenue from 762 square feet to 780 square feet, increase of bicycle spaces, and remove the two previously proposed ground floor retail spaces for an expanded grocery store use.

On May 29, 2024, the Director of Planning approved a Modification of the previously approved Project Permit Compliance Review for the demolition of two commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

Revised Transparency Element

On June 10, 2024, the Applicant team's representative notified City Planning staff of an error in the transparency building element requirement stated in Condition of Approval No. 24. Per the Vermont/Western SNAP Subarea C, transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. The original Letter of Determination's Condition of Approval No. 24 inadvertently called out the minimum required transparency building element along Prospect Avenue to be 780 square feet, which does not correspond to the correct required transparency based on the building's frontage along Prospect Avenue. As seen in Exhibit A, the minimum required transparency for the building frontage along Prospect Avenue is 771 square feet. Therefore, the Planning Staff has submitted revised conditions and findings under Exhibit "F" which reflects the correct required minimum transparency building element in the conditions and findings.

Background

The subject property consists of three (3) contiguous lots totaling approximately 29,418 square feet (28,006 square feet of lot area and approximately 1,412 square feet of over-dedicated public right-of-way to be merged into the site through street vacation request VAC-E1401364). A portion of the merger area will be preserved through a sidewalk easement to provide an additional publicly accessible landscaped parkway, consisting of three (3) feet along Vermont Avenue. The subject site is located at the northeastern corner of Vermont Avenue and Hollywood Boulevard, and if the street vacation is approved, the site would have 135'-5" of frontage along Hollywood Boulevard, 138'-10" of frontage along Vermont Avenue, and 150 feet of frontage along Prospect Avenue. The subject site is currently improved with a car wash, a small restaurant, and a billboard.



Figure 2. Aerial view of the subject property.

Northeast of the site is multi-family residential uses consisting of properties zoned RD1.5-1XL, R3-1, and R2-1XL. North and northwest of the site are neighborhood-serving uses such as banks, coffee shops, offices, a theater, and surface parking lots on parcels zoned C4-1D. Further northwest of the site is the playground of the Los Feliz Elementary School on a parcel zoned PF-1XL. West of the site is a commercial strip mall and surface parking lot on parcels zoned C2-1D and P-1. Further west of the site is the Hollyhock House and Barnsdall Art Center, on a parcel zoned OS-1XL. South and southeast of the site are commercial uses consisting of a gas station, music school, art supplies, restaurants, clothing stores, offices, and surface parking lots on parcels zoned C2-CSA1, C2-1, and C2-1D.

Summary of Appeal

On June 13, 2024, one (1) Appellant filed a partial appeal of the Director's Determination issued on May 29, 2024, including "all conditions except TOC," as stated in the Appellant's Appeal Application, attached as Exhibit A. Of note, the appeal points are interrelated and primarily focused on the City's CEQA review process. The following section provides a summary of the Appellant's points and responses from Planning staff to each point.

Appeal Analysis

Appeal Point 1: *"The City of Los Angeles ("City") must fully comply with CEQA prior to any approvals in furtherance of the Project. The Planning Director's May 29, 2024 decision approved the Site Plan Review and approved a Categorical Exemption for the project pursuant to Section 15332 of the CEQA Guidelines, despite a lack of substantial evidence in the record that the Project met the requirements for the Infill Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project."*

Staff's Response: A local agency's determination that a project falls within a categorical exemption is presumed to be valid so long as substantial evidence supports the City's determination that all of the Class 32 requirements have been met. The

City has met its burden by preparing a robust and detailed Notice of Exemption and Class 32 Justification, attached as Exhibit E. Once this initial threshold analysis has been met, the burden shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086; *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.) Here, the Appellant has not met its burden as no facts or evidence were submitted in the administrative record to conclude that the proposed project does not qualify for a Class 32 CEQA Exemption.

As detailed in the Class 32 Justification for Project Exemption Case No. ENV-2024-359-CE (Exhibit E), the proposed project meets all criteria to qualify as an infill site under the Class 32 CEQA Exemption, California Environmental Quality Act & CEQA Guidelines Section 15332. The Appellant has submitted no evidence or reasoning as to why the proposed project does not qualify for a Class 32 CEQA Exemption.

As set forth in the administrative record, the proposed project and other projects in the vicinity area are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction-related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type, and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation. Furthermore, the Applicant submitted a noise, greenhouse gas and air quality study prepared by Parker Environmental Consultants that demonstrated the proposed project will not have a significant impact upon the environment. The technical study can be found in Case No. ENV-2024-359-CE and Attachment 3 (VMT Analysis/Transportation Study) and 5 (Air Quality Modeling and Greenhouse Gas Emissions Worksheet) of the CEQA Class 32 Exemption Justification Report.

In conclusion, the Appellant has failed to provide substantial evidence demonstrating that the Class 32 Categorical Exemption for the Project is deficient. The CEQA Determination includes substantial evidence that the Class 32 Categorical Exemption applies to the proposed project and that no exceptions to the categorical exemption apply.

For the reasons explained above, the Director's decision was appropriate, and the Class 32 Categorical Exemption adequately addresses all impacts relative to the proposed project at 1666 North Vermont Avenue.

Appeal Point 2: Due to the inadequate CEQA analysis, the approval of the Project's Site Plan Review entitlements was in error and the "City lacks substantial evidence to support its findings for the Site Plan Review entitlements."

Staff's Response: A local agency's determination that a project falls within a categorical exemption is presumed to be valid so long as substantial evidence supports the City's determination that all of the Class 32 requirements have been met. The City has met its burden by preparing a robust and detailed Notice of Exemption

and Class 32 Justification, attached as Exhibit E. Once this initial threshold analysis has been met, the burden shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086; *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.) Here, the Appellant has not met its burden as no facts or evidence were submitted in the administrative record to conclude that the proposed project does not qualify for a Class 32 CEQA Exemption.

As detailed in the Class 32 Justification for Project Exemption Case No. ENV-2024-359-CE (Exhibit E), the proposed project meets all criteria to qualify as an infill site under the Class 32 CEQA Exemption, California Environmental Quality Act & CEQA Guidelines Section 15332. The Appellant has submitted no evidence or reasoning as to why the proposed project does not qualify for a Class 32 CEQA Exemption.

As set forth in the administrative record, the proposed project and other projects in the vicinity area are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction-related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type, and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation. Furthermore, the Applicant submitted a noise, greenhouse gas and air quality study prepared by Parker Environmental Consultants that demonstrated the proposed project will not have a significant impact upon the environment. The technical study can be found in Case No. ENV-2024-359-CE and Attachment 3 (VMT Analysis/Transportation Study) and 5 (Air Quality Modeling and Greenhouse Gas Emissions Worksheet) of the CEQA Class 32 Exemption Justification Report.

The Appellant has failed to provide substantial evidence demonstrating that the Class 32 Categorical Exemption for the Project is deficient. The CEQA Determination includes substantial evidence that the Class 32 Categorical Exemption applies to the proposed project and that no exceptions to the categorical exemption apply.

In terms of the Site Plan Review entitlement's findings, the first finding for the Site Plan Review appeal requires that the project be in substantial conformance with the purposes, intent, and provisions of the General Plan, applicable community plan, and any applicable specific plan. Consistency with the General Plan and all applicable community and specific plans was also analyzed as part of the project's eligibility for the Class 32 Infill Exemption and was thoroughly analyzed in the Class 32 Justification.

Pursuant to the appeal procedures under Chapter 1A, Section 13 B.5.4 G(3), modification appeals are subject only to address the actions under the modification request, which is a modification to the original Project Permit Compliance (SPP) grant and allowable changed in the Transit Oriented Communities (TOC) grant, not all of the entitlements under the original grant.

The Site Plan Review was part of the original grant, and not the modification request. As such, the Director's decision assessed the project's scale and building arrangement, all of which are considered and assessed in detail in the May 29, 2024 determination letter and not further appealable since the effective date of August 10, 2022.

For the reasons explained above, there is no substantial evidence to make the finding to deny the proposed project at 1666 North Vermont Avenue.

STAFF'S RECOMMENDATION:

In consideration of the foregoing, it is submitted that the Director of Planning's determination, conditionally approving a modification of the previously approved Project Permit Compliance Review for the demolition of two (2) commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan is supported by the findings, as well as substantial evidence contained in the administrative record. Staff recommends that the Los Angeles City Planning Commission deny the appeal, determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project, sustain the action of the Director of Planning in approving a modification of the previously approved Project Permit Compliance Review, and adopt the Revised Conditions of Approval and Findings of the Director of Planning.

A – APPEAL APPLICATION AND JUSTIFICATION

APPLICATIONS



APPEAL APPLICATION Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals and Housing Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- Area Planning Commission (APC) City Planning Commission (CPC) City Council
 Zoning Administrator (ZA) Director of Planning (DIR)

CASE INFORMATION

Case Number: DIR-2019-6738-SPPA-SPPTOC- SPR-HCA-M1; ENV-2024-359-CE

APN: 5542-001-022

Project Address: 1666 North Vermont Avenue

Final Date to Appeal: June 13, 2024

APPELLANT

**For main entitlement cases, except for Building and Safety Appeals and Housing Appeals:
Check all that apply.**

- Person, other than the Applicant, Owner or Operator claiming to be aggrieved
 Representative Property Owner Applicant Operator of the Use/Site

For Building and Safety Appeals only:

Check all that apply.

- Person claiming to be aggrieved by the determination made by **Building and Safety**¹
 Representative Property Owner Applicant Operator of the Use/Site

For Housing Appeals only:

Check all that apply.

- Person claiming to be aggrieved by the determination made by **Housing**
 Representative Property Owner Applicant Interested Party Tenant

APPELLANT INFORMATION

Appellant Name: Supporters Alliance for Environmental Responsibility

Company/Organization: Lozeau Drury LLP (representing Appellant)

Mailing Address: 1123 Park View Drive, Suite 300

City: Covina **State:** CA **Zip Code:** 91724

Telephone: 510-386-4200 **E-mail:** richard@lozeaudrury.com

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

- Self Other: _____

Is the appeal being filed to support the original applicant's position?

- YES NO

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): Victoria Yundt

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison St., Suite 150

City: Oakland **State:** CA **Zip Code:** 94612

Telephone: 510-607-8238 **E-mail:** victoria@lozeaudrury.com

¹ Pursuant to LAMC Section 13B.2.10.B.1. of Chapter 1A, Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 13B.10.3 of Chapter 1A, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2 of Chapter 1.

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?

Entire Part

Are specific Conditions of Approval being appealed?

YES NO

If Yes, list the Condition Number(s) here: All Conditions except TOC

On a separate sheet provide the following:

- Reason(s) for the appeal
- Specific points at issue
- How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

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

Appellant Signature:  Date: 6/11/2024

GENERAL NOTES

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

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

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ Date : _____

Determination authority notified Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- Appeal Application
- Justification/Reason for Appeal
- Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

3. Appeal Fee

- Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

- Not applicable for Housing Appeals.

SPECIFIC CASE TYPES

ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g) of Chapter 1.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.
 - Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 13B.7.3.G. of Chapter 1A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEALS AND HOUSING APPEALS

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) and Housing (LAHD) are pursuant LAMC Section 13B.10.2. of Chapter 1A.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

- Appeal fee shall be in accordance with LAMC Section 19.01 B.2 of Chapter 1 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C. of Chapter 1A. Appellants for BSAs are considered Original Applicants. (Not applicable for Housing appeals).
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).
- Not applicable for Housing Appeals.

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal and LAHD appeals are pursuant to LAMC Section 13B.10.2.G. of Chapter 1A. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

- Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C of Chapter 1A. Appellants for BSAs are considered Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).
- Not applicable for Housing Appeals.

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 13B.6.2.G. of Chapter 1A. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

- Applicant (Owner/Operator)*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- Aggrieved Party*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.

Justification/Reason for Appeal

1666 North Vermont Avenue Project

(DIR-2019-6738-SPPA-SPPTOC-SPR-HCA-M1, ENV-2024-359-CE)

I. REASON FOR THE APPEAL

The Categorical Exemption prepared for the 1666 North Vermont Avenue Project (DIR-2019-6738-SPPA-SPPTOC-SPR-HCA-M1, ENV-2024-359-CE) (“Project”) fails to comply with the California Environmental Quality Act (“CEQA”). Furthermore, the approval of the Site Plan Review entitlements (DIR-2019-6738-SPPA-SPPTOC-SPR-HCA-M1) was in error because (1) the City of Los Angeles (“City”) must fully comply with CEQA prior to any approvals in furtherance of the Project and (2) the findings are not supported by substantial evidence. Therefore, the City of Los Angeles (“City”) must set aside the Site Plan Review entitlements and prepare and circulate an environmental impact report (“EIR”) prior to considering approvals for the Project.

II. SPECIFICALLY THE POINTS AT ISSUE

For the specific reasons set forth below, the Project does not qualify for a categorical exemption pursuant to Section 15332 of the CEQA Guidelines (“Infill Exemption”). Furthermore, proper CEQA review must be complete *before* the City approves the Project’s entitlements. (*Orinda Ass’n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 [“No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved.”].) As such, the approval of the Project’s Site Plan Review entitlements was in error. Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.

III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant Supporters Alliance for Environmental Responsibility (“SAFER”) live and/or work in the vicinity of the proposed Project. They breathe the air, suffer traffic congestion, and will suffer other environmental impacts of the Project unless it is properly mitigated.

IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Planning Director’s May 29, 2024 decision approved the Site Plan Review and approved a Categorical Exemption for the project pursuant to Section 15332 of the CEQA Guidelines, despite a lack of substantial evidence in the record that the Project met the requirements for the Infill Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project. The City is not permitted to approve the Project’s entitlements until proper CEQA review has been completed.

B – MAPS

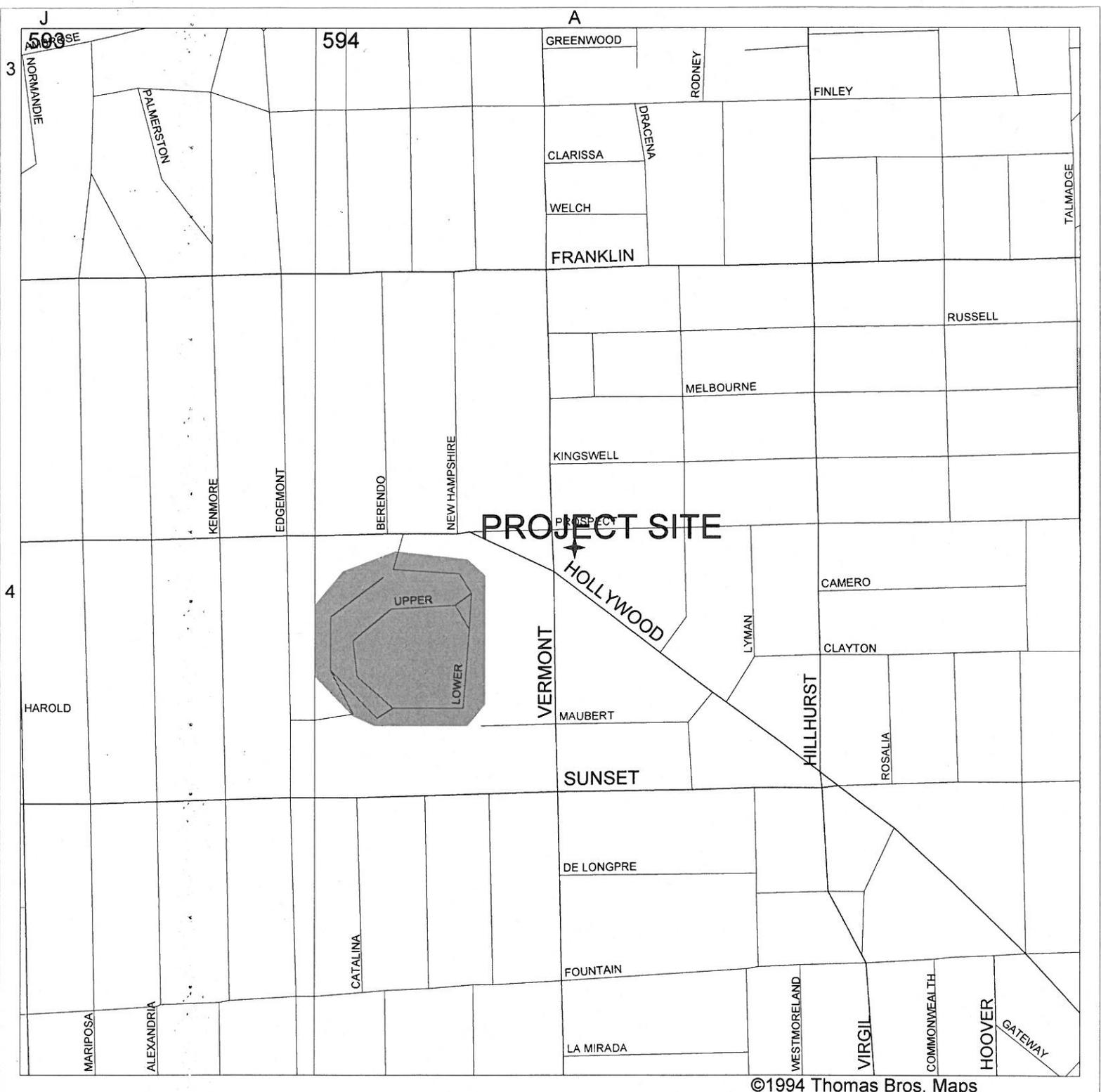
B.1 - VICINITY MAP

B.2 - RADIUS MAP

B.3 - ZIMAS MAP

B – MAPS

B.1 - VICINITY MAP



VICINITY MAP

SITE : 1666 N. VERMONT AVENUE

GC MAPPING SERVICE, INC.
 3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080, FAX (626) 441-8850
 gcmapping@radiusmaps.com

B – MAPS

B.2 - RADIUS MAP

CITY OF LOS ANGELES

01761



100' OWNERS MAP

C.D. 4
 C.T. 1953.00
 P.A. HOLLYWOOD

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080 FAX (626) 441-8850
 GCMAPPINGz@RADIUSMAPS.COM

LEGEND

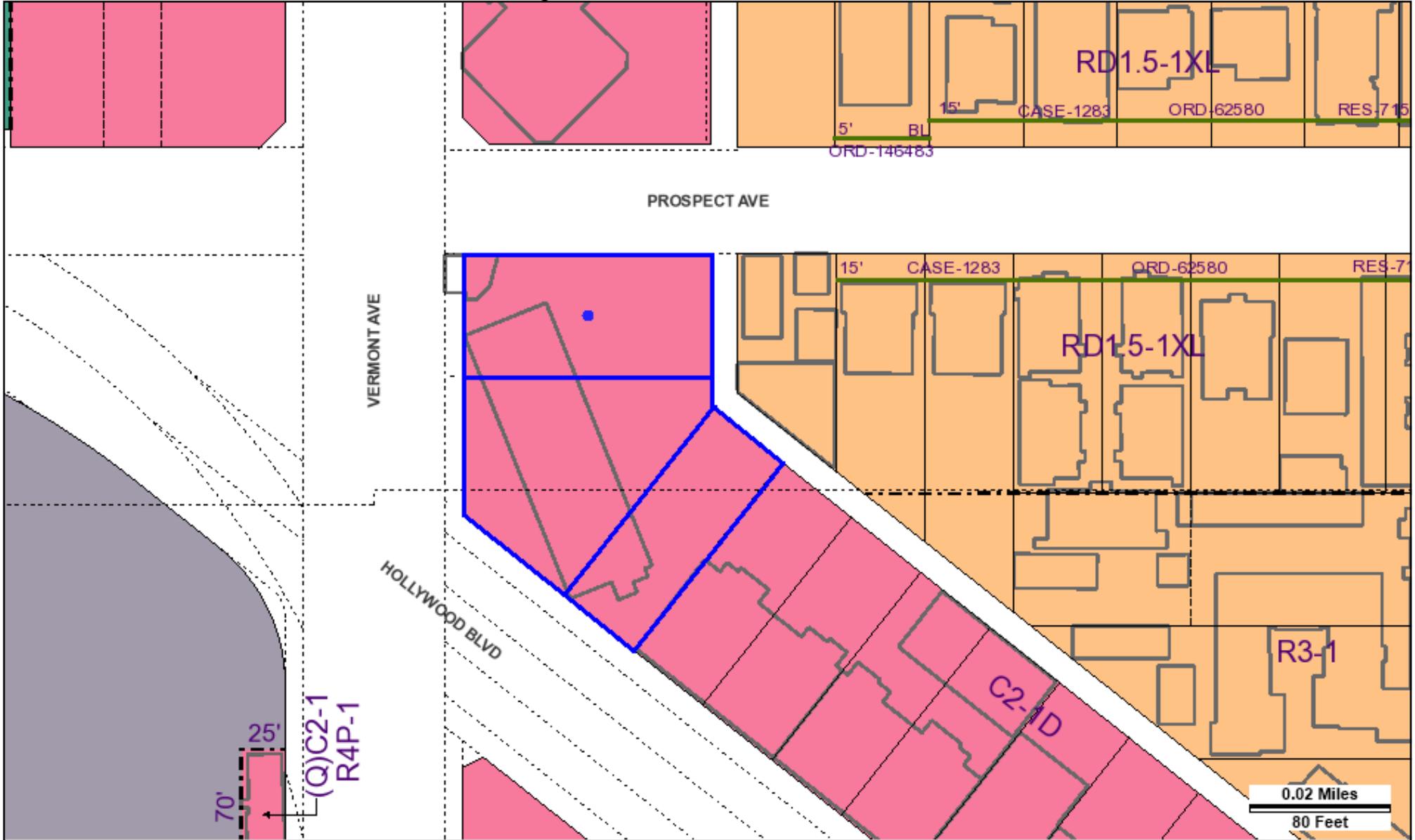
- 5 OWNERSHIP NO.
- \rightarrow OWNERSHIP HOOK

CASE NO.
 DATE: 11-30-2023
 SCALE: 1" = 100'
 USES FIELD
 D.M. 147 B 197
 T.B. PAGE: 594 GRID: A4

OWNERSHIP MAP

B – MAPS

B.3 - ZIMAS MAP



Address: 4646 W PROSPECT AVE
APN: 5542001022
PIN #: 147B197 254

Tract: TR 3774
Block: None
Lot: FR 1
Arb: None

Zoning: C2-1D
General Plan: Highway Oriented Commercial



DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1-1A
1666 North Vermont Avenue

EXHIBITS

C – DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1 LETTER OF DETERMINATION

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT
ELIZABETH ZAMORA
VICE-PRESIDENT
MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
ILISSA GOLD
KAREN MACK
MICHAEL R. NEWHOUSE
JACOB NOONAN



KAREN BASS
MAYOR

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**MODIFICATION OF VERMONT/WESTERN SNAP PROJECT PERMIT COMPLIANCE
REVIEW, TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE
PROGRAM AND SITE PLAN REVIEW**

May 29, 2024

Applicant/Owner

Ben Pirian
Hollywood 26 Real Estate LLC and
Vermont 26 Real Estate LLC
1666 N. Vermont Avenue, Unit G-106
Los Angeles, CA 90027

Representative

Jim Ries
Craig Lawson & Co., LLC
3221 Hutchinson Avenue, Suite D
Los Angeles, CA 90034

Case No.: DIR-2019-6738-SPPA-SPP-
TOC-SPR-HCA-M1

CEQA: ENV-2024-359-CE

Specific Plan Subarea: C – Community Center

Location: 1666 North Vermont Avenue
(1642-1666 North Vermont
Avenue; 4646-4650 West
Prospect Avenue; 4685-4697
West Hollywood Boulevard)

Council District: 4- Raman

Neighborhood Council: Los Feliz

Community Plan Area: Hollywood

Land Use Designation: Highway Oriented Commercial
Zone: C2-1D

Legal Description: Lot FR 1, Lot FR 2, and Lot 3,
Tract 3774

Last Day to File an Appeal: June 13, 2024

On July 26, 2022, pursuant to Los Angeles Municipal Code (LAMC) Chapter 1, Sections 12.22 A.31, 11.5.7 C, and 16.05, the Director of Planning issued a determination that:

Determined that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Approved with Conditions an 80 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and no residential parking spaces consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 4 project totaling 139 dwelling units, reserving 16 units for Extremely Low Income Household occupancy for a period of 55 years, and voluntarily reserving one (1) unit for Moderate Income Household occupancy (at HUD/TCAC levels), with the following two (2) Additional Incentives:

- a. **Height.** An increase of 10 feet in height to permit a structure with a height of 85 feet, in lieu of the maximum height of 75 feet otherwise permitted;
 - a. An increase of 11 feet in height to the setback requirement per the SNAP which requires that no portion of any structure located in Subarea B or C shall exceed more than 30 feet in height within 15 feet of the front property line, along Hollywood Boulevard.
 - b. An increase of one-story in height to the setback requirement per the SNAP which requires that all buildings with a property line fronting on a Major Highway to have the second-floor set back 10 feet from the first-floor.
- b. **Open Space.** A 25 percent reduction to permit a minimum 10,781 square-feet of overall usable open space in lieu of the minimum 14,375 square feet otherwise required;

Approved with Conditions a Project Permit Compliance Review for the demolition of two commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 123,075 square-foot, 139-unit mixed-use building providing 96 residential parking spaces and 28 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

Dismissed a Project Permit Adjustment to permit Project Permit Adjustment from Section V. of Development Standard No. 6 of the SNAP Design Guidelines, as the request is no longer needed; and

Approved with Conditions a Site Plan Review for a development project which creates 50 or more dwelling units.

On January 17, 2024, the applicant filed a Modification to the Project Permit Compliance Review determination for the construction of a new seven-story, 139-unit mixed use building.

The Modification request includes an increase of overall Floor Area Ratio (FAR) from 4.18:1 to 4.31:1, an increase in commercial FAR from 0.47:1 to 0.69:1, a decrease in residential square footage from 109,115 square feet to 106,530 square feet, and changes to the approved Exhibit "A" to increase in the total open space provided from 10,880 square to 11,070 square feet, increase of commercial parking from 28 to 41 spaces, increase of residential parking from 96 to 104 spaces, increase the overall height by one (1)-foot, decrease in transparency provided along Hollywood Boulevard from 864 square feet to 729 square feet, decrease in transparency along Vermont Avenue from 1,244 square feet to 880 square feet, and increase in transparency along Prospect Avenue from 762 square feet to 780 square feet, increase of bicycle spaces, and remove the two previously proposed ground floor retail spaces for an expanded grocery store use.

Pursuant to the Los Angeles Municipal Code (LAMC) Section 11.5.7 C and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 186,735, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from

the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Approve with Conditions a modification of the previously approved Project Permit Compliance Review for the demolition of two commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and

Corresponding changes shall be made to the project description, Exhibit "A" and conditions of approval relative to the previously approved Transit Oriented Communities (TOC) Affordable Housing Incentive Program and Site Plan Review, based upon the attached Findings, and subject to the attached Conditions of Approval:

MODIFIED CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 139 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** 16 units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).
3. **Voluntary Affordable Unit.** One (1) unit shall be voluntarily provided for a Moderate-Income Household, as defined by the US Department of Housing and Urban Development.
4. **Floor Area Ratio (FAR).** Development on the subject property shall be limited to a **4.31:1** Floor Area Ratio (FAR), or a total floor area of **126,770** square feet.
5. **Residential Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 260 parking spaces per the SNAP.
6. **Commercial Automobile Parking.** **41** commercial parking spaces shall be provided, or a rate of one (1) commercial parking space per 500 square-feet of commercial floor area.
7. **Building Height.** As illustrated in “Exhibit A”, the height of the building shall not exceed **86** feet from grade to the top of roof as defined by Section 12.21.1 B.3(a) of the Municipal Code.
8. **Building Stepback.** As illustrated in “Exhibit A”, the project shall be limited to a height of 41 feet for the portion of the building located within 15 feet from the front property line along Hollywood Boulevard, consistent with the TOC Affordable Housing Incentive Program.
9. **Third Floor Stepback.** As illustrated in “Exhibit A”, the third floor shall be setback at least 10 feet from the second floor for the façade along Hollywood Boulevard and Vermont Avenue, consistent with the TOC Affordable Housing Incentive Program.
10. **Open Space.** The project shall provide a minimum of 10,781 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 2,695 square feet (25 percent) must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square footage allocated towards meeting the overall usable open space requirement.
11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 16 units available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of

LAHD, and in consideration of the project's SB 8 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (SB 8 Determination) sections of this determination.

12. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
13. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated October 10, 2019, the project will not be required to provide replacement units.

SNAP Conditions

14. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
15. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$597,700 to the Parks First Trust Fund for the net increase of 139 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
 - d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of

payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

- e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
16. **Use.** The proposed residential and commercial use shall be permitted on the subject property. **The site is allowed a grocery store use within the ground floor of the mixed-use building. Commercial uses shall be limited to the ground floor of the building. Any new change of use within the project site is required to obtain a Specific Plan Project Compliance (SPPC) approval before any permit clearance is given.**
17. **Bicycle Parking.** The project shall provide a minimum of 70 residential bicycle spaces and 11 commercial bicycle spaces on site, as shown in Exhibit "A."
18. **Yards.** No front, side, or rear yard setbacks shall be required.
19. **Pedestrian Oriented Landscaping.** As illustrated in Exhibit "A", a pedestrian courtyard shall be located at the intersection of Hollywood Boulevard and Vermont Avenue and it shall be improved with planters, trees, and seating. Three (3) feet of landscaping shall be provided along the Vermont Avenue façade as shown in "Exhibit A". Lastly, the façade along Hollywood Boulevard shall be consistent with "Exhibit A" and shall provide inset windows with landscape planters, as well as vertical landscaping. The plant species for the vertical landscaping is not labeled on the Landscape Plan and final plans shall be revised to note the plant species.
20. **Pedestrian Easement.** A three (3) foot wide public parkway easement shall be provided along Vermont Avenue to provide additional publicly accessible parkway landscaping.
21. **Streetscape Elements.**
 - a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
 - i. Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Hollywood Boulevard and Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Vermont Avenue, along the project site, subject to the Bureau of Street Services, Urban Forestry Division requirements.
 - ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
 - iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
 - iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

- b. **Bike Racks.** A total of six (6) simple black painted bike racks shall be provided in the public right-of-way along the project site consisting of three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
 - c. **Trash Receptacles.** Two (2) trash receptacles shall be provided in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue.
22. **Design of Entrances.** As illustrated in “Exhibit A”, the residential entrance shall be located at the corner of Vermont Avenue and Prospect Avenue, and the commercial entrance for the **grocery store** shall be provided at the corner of Hollywood Boulevard and Vermont Avenue.
 23. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 24. **Transparent Elements.** As illustrated in “Exhibit A”, at least **761** square feet of the ground floor façade along Hollywood Boulevard, **822** square feet along Vermont Avenue, and **780** square feet along Prospect Avenue shall be constructed with transparent building materials.
 25. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 26. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 27. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 28. **Pavement.** The plans shall be revised to illustrate the use of paving materials (such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers) in front of both the residential entrance and the **grocery store** entrance.
 29. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide $\frac{3}{4}$ -foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.
 30. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division

for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.

31. **Hours of Operation.** All trash collection and deliveries and other similar parking maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
32. **Noise.** The project is permitted to comply with the interior noise study ('Exhibit B') produced by acoustical engineers, Veneklasen Associates, dated March 29, 2022, as an alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room having a line of sight to a public street or alley. In accordance with the acoustical study, the following materials will be utilized within the project:
 - Zone A
 - Windows and glass doors with minimum STC ratings of 37
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone B
 - Windows and glass doors with minimum STC ratings of 33
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone C
 - Windows and glass doors with minimum STC ratings of 30
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
33. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

34. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
35. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
36. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

37. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
38. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
40. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
41. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
42. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial

deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property consists of three (3) contiguous lots totaling approximately 29,418 square feet (28,006 square feet of lot area and approximately 1,412 square feet of over dedicated public right-of-way to be merged into to the site through street vacation request VAC-E1401364). A portion of the merger area will be preserved through a sidewalk easement for the purposes of providing additional publicly accessible landscaped parkway, consisting of three (3) feet along Vermont Avenue. The site is located at the northeastern corner of Vermont Avenue and Hollywood Boulevard, and if the street vacation is approved, the site would have 135'-5" of frontage along Hollywood Boulevard, 138'-10" of frontage along Vermont Avenue, and 150 feet of frontage along Prospect Avenue.

The project site is located within the Hollywood Community Plan Area and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial uses, and is currently improved with car wash, a small restaurant, and a billboard.

The applicant requests a Project Permit Compliance to permit the demolition of the two existing structures on-site and the billboard, and to permit the construction, use, and maintenance of a seven-story, **126,770** square-foot, 139-unit mixed-use building measuring **86** feet in height. The project consists of **11,070** square-feet of open space which will be provided in the form of **7,170** square-feet of common open space and **3,900** square-feet of private open space. The project will provide a total of **145** automobile parking spaces (**104** residential parking spaces and **41** commercial parking spaces) and will provide 90 bicycle parking spaces.

The proposed project will require grading consisting of **35,930** cubic yards of cut and export, for the construction of the building foundations and subterranean parking levels. There are four (4) existing street trees in the public right-of-way and no trees on the subject site. The applicant does not propose the removal of any street trees but a worst case scenario has been incorporated in the environmental analysis in case Urban Forestry requires the removal or replacement of existing trees as part of the right-of-way improvement plan.

Northeast of the site **is** multi-family residential uses consisting of properties zoned RD1.5-1XL, R3-1, and R2-1XL. North and northwest of the site are neighborhood serving uses such as banks, coffee shops, offices, a theater, and surface parking lots on parcels zoned C4-1D. Further northwest of the site is the playground of the Los Feliz Elementary School on a parcel zoned PF-1XL. West of the site is a commercial strip mall and surface parking lot on parcels zoned C2-1D and P-1. Further west of the site is the Hollyhock House and Barnsdall Art Center, on a parcel zoned OS-1XL. South and southeast of the site are commercial uses consisting of a gas station, music school, art supplies, restaurants, clothing stores, offices, and surface parking lots on parcels zoned C2-CSA1, C2-1, and C2-1D.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. 80 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. No residential parking,

Additional Incentives:

1. 25 percent reduction in the overall usable open space requirement; and
2. Up to 33 additional feet in height to permit an overall height of 108 feet in lieu of the maximum height of 75 feet permitted in the SNAP.

Urban Design Review

The project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on November 10, 2020. The purpose of the PVP is to provide feedback on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. The PVP generally provided the following comments – consider revising the plans to reduce the number of driveways, the columns along the street frontage appear obtrusive and not pedestrian friendly, the **grocery store** layout should be revised to create a better pedestrian interaction, reconsider the location of the main lobby, and the trees in front of the **grocery store** are not likely thrive underneath the proposed roof.

In response, the applicant submitted plans which moved the entrance of the **grocery store** from the center of the façade along Vermont Avenue, to the corner of Vermont Avenue and Hollywood Boulevard. Additionally, the residential entrance was moved from the Prospect Avenue façade to the corner of Prospect Avenue and Vermont Avenue. The previous plans illustrated commercial parking along the Prospect Avenue façade and the applicant has provided revised plans which provide **a grocery store** along this façade to line the façade with commercial uses. Lastly, the previous columns and overhangs were removed, and the ground floor was further articulated in order to improve the façade for pedestrian interest.

HOUSING REPLACEMENT (SB 8 DETERMINATION) BACKGROUND

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

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

On September 28, 2016, the Governor signed into law Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA) through Senate Bill (SB) 330 (2019). SB 330 created new statewide rules regarding the production, preservation and planning for housing. The HCA establishes a statewide temporary housing emergency and has been in effect since January 1, 2020. Subsequently, on September 16, 2021, the Governor signed into law SB 8 (2021), the first major clarification of the HCA. SB 8 is in effect as of January 1, 2022. SB 8 extended the term of the emergency period and expanded the provisions established by SB 330 onto Housing Development Projects consisting of a single residential unit and to projects that

require no discretionary approvals. Furthermore, as amended by SB 8, a Protected Unit is required to be replaced in a Housing Development Project consisting of two or more units with a unit of equivalent size and include a right-of-first refusal and relocation assistance for lower-income occupants of a Protected Unit and a right to remain up to six months prior to the start of construction activities for all occupants. For the duration of the statewide housing emergency, the HCA, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed Housing Development Project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

The subject property is currently developed with a car wash, a small restaurant, and a billboard. The Los Angeles Housing Department (LAHD) (formerly, the Housing and Community Investment Department or HCIDLA) has determined, per the AB 2556 TOC Determination, dated October 10, 2019, and the No Net Loss form, dated May 15, 2024, that no units are subject to replacement as the site has been developed with commercial uses and there were no residential units built or demolished on the property within the last five (5) years. As such, the provisions of SB 8 do not apply and no replacement units are required.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

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

The project site is located within 2,640 feet from the Vermont/Sunset Metro Red Line Station, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to two (2) Additional Incentives for setting aside 11 percent of the total 139 units and seven (7) percent of the base 77 units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) by 45 percent; and (3) a zero residential automobile parking requirement. The applicant is eligible for three (3) Additional Incentives but is only requesting two (2) Additional Incentives, as follows: (1) an increase of **11** feet in height to permit a structure with a height of **86** feet, in lieu of the maximum height of 75 feet otherwise permitted; and (2) a 25 percent reduction to permit a minimum 10,781 square-feet of overall usable open space in lieu of the minimum 14,375 square feet otherwise required.

SNAP Specific Plan Section 9.A supersedes the density of the underlying zone and permits the R4 density in Subarea C (Community Center), allowing a maximum residential density of one dwelling unit for each 400 square-feet of lot area. As such, the base density of the site is a maximum of 77 dwelling units for the 29,418 square-foot lot (inclusive of the street vacation). The

project is permitted an 80 percent increase in density, to allow a maximum of 139 dwelling units. The project proposes a total of 139 dwelling units, which complies with the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 3:1 FAR permitted for the mixed-use residential development per the SNAP Subarea C, thereby allowing a maximum 4.35:1 Floor Area Ratio (FAR). The project will consist of **126,770** square-feet of floor area, resulting in a maximum **4.31:1** FAR, which complies with the maximum FAR permitted.

The TOC Guidelines allow an Eligible Housing Development in Tier 4 to provide no residential parking spaces, an applicant may also request a reduction in nonresidential parking but the applicant has not requested a reduction in commercial parking requirements. SNAP Section 9.E note the minimum and maximum parking rates for residential parking requirements and the maximum parking for commercial uses. To satisfy the SNAP, the applicant would be required to provide a minimum of 149 parking spaces and a maximum of **189** parking spaces for residential parking. Additionally, the applicant may not provide more than **41** parking spaces for commercial uses. The applicant is providing **41** commercial parking spaces and **104** residential parking spaces, thereby complying with the SNAP.

The TOC Guidelines allow an increase of 33 feet in height to permit a structure with a maximum height of 108 feet, in lieu of the maximum height of 75 feet otherwise permitted per the SNAP. The project proposes a height of **86** feet, which complies with the maximum height permitted.

The TOC Guidelines allow a 25 percent reduction to permit a minimum 10,781 square-feet of overall usable open space in lieu of the minimum 14,375 square feet otherwise required. The project proposes **11,070** square-feet of open space, thereby satisfying this requirement.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.*
 - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
 - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
 - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 4 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 11 percent, or 16 units, of the total 139 units for Extremely Low Income Households. The project proposes 16 units restricted to Extremely Low Income Households and also voluntarily provides one

additional Moderate Income unit. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

A Major Transit Stop is a site containing a **rail** station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 975 feet from the Vermont/Sunset Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

The Los Angeles Housing Department (LAHD) has determined, per the AB 2556 TOC Determination, dated October 10, 2019, that no units are subject to replacement as the site has been developed with commercial uses and there were no residential units built or demolished on the property within the last five (5) years. As such, no replacement units are required, and the project complies with California Government Code Section 65915(c)(3).

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

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

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

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

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

- b. Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

The applicant is eligible for three (3) Additional Incentives but is only requesting two (2) Additional Incentives, as follows: (1) an increase of **11** feet in height to permit a structure with a height of **86** feet, in lieu of the maximum height of 75 feet otherwise permitted; and (2) a 25 percent reduction to permit a minimum 10,781 square-feet of overall usable open space in lieu of the minimum 14,375 square feet otherwise required. The project is required to set aside seven (7) percent, or six (6) units, of the base 77 units for Extremely Low Income Households to qualify for two (2) Additional Incentives. The applicant is proposing to set aside a total of 16 units for Extremely Low Income households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

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

The project is not seeking two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 77 units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11 and this eligibility requirement does not apply.

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

The project site consists of three (3) contiguous lots, all of which are located within a Tier 4 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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

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

- 9. *100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's*

unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.

The project does not consist of 100% On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

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

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

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to reduce open space requirements and increase the height limitations of the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed. These incentives support the applicant's decision to reserve 16 units for Extremely Low Income Households.

Height: The applicant requests an increase of 11 feet in height to permit a height of 86 feet in lieu of the maximum height of 75 feet permitted per the SNAP. Through the TOC Program the applicant may ask for an increase of up to 33 feet in height, for an overall height of 108 feet, however, the applicant is only requesting a height of 86 feet. The requested height incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Open Space: The applicant requests a 25 percent reduction in the minimum overall open space required to permit a minimum of 10,781 square-feet of overall usable open space in lieu of the minimum 14,375 square-feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. *The Incentive will not have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments.

Furthermore, the nearest historic resource is Barnsdall Park, located approximately 870 feet southwest of the project site. Barnsdall Park is listed as a National Historic Landmark. Barnsdall Park consists of approximately 11 acres with several buildings and structures located at the top of the hill. The Hollyhock House and Barnsdall Park Arts Center were listed together in the National Register and California Register in 1971. The applicant submitted a View Shed Study and a Historic Resource Report to analyze any visual impacts from the proposed project to Barnsdall Park. As noted in the report:

"...In conclusion, the Project would not impact the setting of the three historical resources in the study area such that the integrity of the historical resources would be diminished to a level where they would no longer be eligible for UNESCO, federal, state, or local landmark designation. While the Project would introduce a new visual element to the study area, it would not impact the westward viewshed from the west lawn of the Hollyhock House, which is the key component of the integrity of the broader setting for the historical resources in the study area. The Project would also not impact the eastward viewshed from the area to the east of the Hollyhock House because this viewshed is already obscured by new construction within Barnsdall Park and by mature trees. The new building on the Project site would be visible looking east from the area to the east of Residence A, but the overall integrity of the broader setting has already been diminished by changes to the built environment over time. Furthermore, the integrity of the eastward viewshed from Residence A is not a key aspect of the integrity of the broader setting for the three historical resources within Barnsdall Park to convey their significance. Therefore, the Project would not result in a substantial adverse change to the immediate surroundings of the three historical resources to the degree that they would no longer be eligible for listing under international, national, state, or local landmark programs."

Based on this, the project will not result in a substantial adverse change to the significance of a historic resource. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

VERMONT/WESTERN SNAP FINDINGS

2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of two (2) commercial structures and the construction, use and maintenance of a seven-story, 139-unit residential building, resulting in a net increase of 139 residential units. The project is therefore required to pay a total of \$597,700 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is approximately 29,418 square-feet of lot area (inclusive of the 1,412 square-foot street vacation request), allowing a maximum of 77 base dwelling units per the underlying zone. However, the applicant is seeking an 80 percent increase in the maximum allowable density permitted in the SNAP to allow 139 dwelling units in lieu of the otherwise permitted 77 dwelling units, in exchange for setting aside 11 percent, or 16 units, of the total 139 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make 16 units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for an 80 percent increase from the total density permitted by the SNAP.

Sections 9.A. and 9.A.1. of the SNAP notes that commercial uses are limited to those uses permitted in the C4 zone. According to Page **A-1.1** of Exhibit A, there **is one (1)** commercial space proposed – one Grocery Store tenant space **20,240** square-feet in size. According to the Use List, Grocery Stores are a permitted use in the C4 Zone Classification. As such, the grocery store use is consistent with the SNAP. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.

- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. Section B.2. also notes that the Floor Area Ratio (FAR) of a mixed-use project shall be limited to 3.0:1 and that the commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5:1. Moreover, commercial uses must be located on the ground floor.

Height reduction			
	Limit	With TOC	Proposed
SNAP Overall Height	75'	75' + 33' = 108'	75' + <u>11'</u> = 86

As such, the project would be limited to a maximum height of 75 feet per the SNAP. However, the applicant is seeking an increase in height through the TOC Program and would be entitled to request a height of 108 feet (a 33-foot increase). The project is proposing a height of **86** feet, and as such, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project height complies with Section 9.B of the Specific Plan.

FAR Increase			
	Limit	With TOC	Proposed
SNAP FAR Mixed Use Project	3:1	3:1 + 45% = 4.35:1	<u>3:1 + 43.5% =</u> 4.31:1

Regarding the total floor area of the project, the project would be limited to a maximum FAR of 3:1, however, the applicant is seeking an increase in Floor Area through the TOC Affordable Housing Incentive Program and would be entitled to request an FAR of 4.35:1. The project is proposing an FAR of **4.31:1**, and as such, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project height complies with Section 9.B of the Specific Plan.

Regarding the commercial floor area of the project, the project would be limited to a maximum FAR of 1.5:1. The applicant is proposing **20,240** square-feet of commercial uses on the ground floor on a lot 29,418 square-feet in size (inclusive of the street vacation request), resulting in a commercial FAR of **0.69:1**. As such, the commercial floor area complies with Section 9.B of the Specific Plan.

- D. Transitional Height.** Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. These Transitional Height limits shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street. The project site does not abut any properties located within Subarea A. Therefore, Section 9.C. of the Specific Plan does not apply.
- E. Usable Open Space.** Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	120	100	12,000
Dwelling Units with 3 Habitable Rooms	19	125	2,375
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			14,375
25% located at grade or first habitable room level			3,594

However, the applicant is seeking a 25 decrease in the minimum open space requirement in the SNAP in exchange for setting aside seven (7) percent, or six (6) units, of the base 77 units for Extremely Low Income Households. The applicant is proposing to set aside an overall 16 units for Extremely Low Income households.

Open Space reduction			
	Required	With TOC	Proposed
Total	14,375	14,375 – 25% = 10,781	<u>11,070</u>
25% located at grade or first habitable room level			2,695

The project is therefore required to provide a total of 10,781 square feet of open space of which 2,695 square feet must be located at grade level or first habitable room level. The applicant is proposing **7,170** square-feet of common open space in form of a **3,420** square-foot courtyard on the **first** floor, a **1,250** square-foot courtyard on the second floor, an **860** square-foot **recreation room (“Sky Lounge”)** on the seventh floor, a **1,040** square-foot gym on the first floor, and a 600 square-foot club room on the second floor. Private open space is provided in the form of **78** balconies with a total of **3,900** square-feet. As such, the project is providing a total of **11,070** square-feet of open space.

Open space is provided on the ground floor and first habitable level in the form of two courtyards, a gym, and a club room totaling 6,310 square-feet in area. As such, **65** percent of the total open space is provided on the ground floor and first habitable level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	56	56
Dwelling Units with 3 Habitable Rooms	1	64	64
Dwelling Units with More than 3 Habitable Rooms	1.5	19	29
Total Residential Required Spaces			149
Guest	.25	139	35
Total Minimum Required Spaces (inclusive of guest parking)			184

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	<u>59</u>	<u>59</u>
Dwelling Units with 3 Habitable Rooms	1.5	<u>61</u>	<u>92</u>
Dwelling Units with More than 3 Habitable Rooms	2	19	38
Total Residential Allowed Spaces			<u>189</u>
Guest	.50	139	70
Total Maximum Allowed Spaces (inclusive of guest parking)			<u>259</u>

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces for residential and guest parking in Tier 4, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP for residential and guest spaces; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of residential automobile parking spaces to **259**, inclusive of guest parking spaces. The project is providing **104** residential parking spaces and no guest spaces, which is within the minimum and maximum requirements. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 139 residential units, thus requiring 70 parking spaces. Furthermore, the SNAP requires one (1) parking space for every 1,000 square feet of commercial floor area for the first 10,000 square feet, and one (1) parking space for every additional 10,000 square feet of floor area thereafter. The project proposes **20,240** square-feet of commercial floor area, thereby requiring 11 commercial bicycle spaces. The applicant proposes **three (3) along Hollywood Boulevard, three (3) along Vermont Avenue, three (3) along Prospect Avenue**, along **110** residential bicycle spaces in a secured room and 11 commercial bicycle spaces near the **grocery store** entry, **for a total of 130 bicycle spaces**, thereby complying with Section 9.E.2 of the Specific Plan.

Commercial Vehicle Parking. Section **9.E.3** of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project proposes **20,240** square feet of commercial floor area, thereby allowing a maximum of **41** commercial parking spaces. The project is not requesting a reduction in commercial parking. The project is proposing **41** commercial parking spaces, which does not exceed the original maximum SNAP requirement of **41** commercial spaces allowed. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and the commercial parking spaces cannot be in addition to guest parking spaces. Moreover, if more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum **41** spaces allowed per the SNAP.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of two (2) commercial structures and the construction, use and maintenance of a seven-story, 139-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. If the street vacation is approved, the site would have 135'-5" of frontage along Hollywood Boulevard, 138'-10" of frontage along Vermont Avenue, and 150 feet of frontage along Prospect Avenue. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project proposes no yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level will be improved with a landscape buffer along Vermont Avenue, a landscaped courtyard at the Hollywood Boulevard and Vermont Avenue intersection, and another landscaped courtyard at the Vermont Avenue and Prospect Avenue. Additionally, on

the second floor of the building, there is a pool deck on the western side of the building and an outdoor courtyard on the eastern side of the building. The landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed. Additionally, an Irrigation Plan has been provided, and therefore, as proposed and conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. Common open space was provided in the form of one gym on the **second** floor, two courtyards on the second floor, a club room on the second floor, and a recreation room ('Sky Lounge') on the seventh floor. Each of these common open space areas are at least 600 square-feet in area and have dimensions of 20 feet or greater. Private open space was provided in the form of **78** private balconies with a minimum dimension of at least six feet. Therefore, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135'-5"), Vermont Avenue (frontage length of 138'-10"), and Prospect Avenue (frontage length of 150'). According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. As such, the following standards would apply to Hollywood Boulevard and Vermont Avenue but not to Prospect Avenue.
- a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. As such, the project is required to provide five (5) street trees along Hollywood Boulevard and five (5) street trees along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
- b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project is conditioned to ensure tree well covers are provided for all new trees. Therefore, as conditioned, the project complies with this Development Standard.
- c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, thus, requiring three (3) bike racks along the public right-of-way along Hollywood Boulevard and three (3) bike racks along the public right-of-way along Vermont Avenue. The project has been

conditioned to provide six (6) bike racks – three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.

- d) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, both of which are Secondary Highways. As such, the project has been conditioned to provide two (2) trash receptacles in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
 - e) **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. Therefore, this Development Standard does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts along Hollywood Boulevard and Vermont Avenue. Therefore, the following Development Standards apply.
- a) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather within the ground floor level and within three subterranean levels of the proposed building. Therefore, this Development Standard does not apply.
 - b) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project is not a mid-block lot and is not requesting relief from providing surface parking in the rear of the site. The project is proposing parking within the existing structure and the access driveway will be located along Prospect Avenue, at the rear of the site. Therefore, this Development Standard does not apply.
 - c) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The site consists of three contiguous parcels along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. No driveways are proposed along Hollywood Boulevard or Vermont Avenue, and as such, there will be no curb cuts along either Secondary Highway. Therefore, this Development Standard does not apply.

- d) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As illustrated in on “Exhibit A” the project proposes a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, the project complies with this Development Standard.
- e) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings, or at the corner if in a corner building. The project has frontage along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. As such, the project has been designed with this Development Standard in mind and has included a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, as proposed, the project complies with this Development Standard.
- f) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135’-5”), Vermont Avenue (frontage length of 138’-10”), and Prospect Avenue (frontage length of 150’). Therefore, this Development Standard does not apply.
- g) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Hollywood Boulevard, which is classified as an Avenue I (Secondary Highway) and has a side yard property line along Vermont Boulevard, which is classified as an Avenue II (Secondary Highway). Therefore, the first stepback requirement applies to the frontage along Hollywood Boulevard and the second stepback requirement applies to both frontages along Hollywood Boulevard and Vermont Avenue.

The applicant is requesting an increase of 11 feet in height to the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line and an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Hollywood Boulevard and Vermont Avenue, and have the second-floor set back 10 feet from the first-floor. In exchange for setting aside seven (7) percent, or six (6) units, of the base 77 units for Extremely Low Income Households, the project would be permitted to have a height of 41 feet within 15 feet of the front property line along Hollywood Boulevard, and to have the secondary 10-foot stepback apply to the third-floor façade along Hollywood Boulevard and Vermont Avenue. As seen on Sheet **A-5.4 and Sheet A-5.6** of "Exhibit A", the project satisfies Stepback No. 1 and No. 2. Therefore, as conditioned in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. The subject site currently has a southern elevation along Hollywood Boulevard, a western elevation along Vermont Avenue, and a north elevation along Prospect Avenue, and no surface parking is proposed for the project. The project must provide a minimum transparency of **761** square-feet along Hollywood Boulevard, **822** square-feet along Vermont Avenue, and **780** square-feet along Prospect Avenue. As illustrated on Sheets **A-4.0.2, A-4.1.1, and A-4.2.1** of "Exhibit A", the project will provide **792** square-feet of transparency along Hollywood Boulevard, **880** square-feet of transparency along Vermont Avenue, and **771** square-feet of transparency along Prospect Avenue. Therefore, the project complies with this Development Standard.
- c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
- d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The

project proposes the use of stucco, metal panel siding, fiberglass window and door frames, frameless glass guardrails, metal sunshades on all elevations of the structure. Therefore, the project complies with this Development Standard.

- e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. As illustrated on Sheets A-3.1, A-3.2, and A-3.3 of “Exhibit A”, the transformer will be vaulted and there will be rooms in the subterranean parking levels for the DWP station and electrical equipment. Therefore, the project complies with this Development Standard.
 - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in “Exhibit A”, Sheets A-3.10, A-4.0, A-4.0.1, A-4.1, A-4.2, A-4.3, and A-4.4, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, as conditioned, the project complies with this Development Standard.
- (7) **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have air conditioning units and solar panels on the rooftop, which are setback 10-15 feet away from the parapet walls. The parapet walls are solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.
- (8) **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a trash and recycling room on the first subterranean parking level, and as such, this Development Standard does not apply.
- (9) **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. As illustrated in “Exhibit A”, the area in front of the grocery store entrance is designed with an enhanced paving material, however, a similar enhanced paving material is not illustrated for the area in front of the residential entrance. As such, the project is conditioned to ensure enhanced paving materials are provided for both entrances. Therefore, as conditioned, the project complies with this Development Standard.
- (10) **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. The project does not propose any freestanding walls, and as such, this Development Standard does not apply.
- (11) **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.

- (12) **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13) **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (14) **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. Therefore, this Development Standard does not apply.
- (15) **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. Therefore, this Development Standard does not apply.
- (16) **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (17) **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18) **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.
- (19) **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The

project has been conditioned to ensure the deliveries associated with the **grocery store** use, and any trash collection, shall be limited to the hours noted above. Therefore, as conditioned, the project complies with this Development Standard.

- (20) **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room. The proposed building has multiple windows along the front façade with a line of sight directly to Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. The project team submitted an alternative acoustical study, dated March 29, 2022, and prepared by Veneklasen Associates, Inc., specifying that the alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room during case processing. As such, a Condition of Approval has been included requiring the Project to adhere to the alternative acoustical study, dated March 29, 2022 ('Exhibit B') and prepared by Veneklasen Associates to reduce interior noise levels below 45dBA in any habitable room. Therefore, as conditioned, the project complies with this Development Standard.
- (21) **Required Ground Floor Uses.** The Development Standards states that one hundred percent (100 %) of the street level floor, excluding entrances to upper floors, must be for commercial uses or community facilities up to a depth of 25 feet. As illustrated on Sheet **A-2.7** of "Exhibit A", 100 percent of street level uses along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue are devoted to commercial uses. A residential lobby **is** located at the intersection of Vermont Avenue and Prospect Avenue and the entrance is exempted from this requirement. Therefore, the project complies with this Development Standard.

Design Guidelines

- (22) **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The **grocery store** is located on the ground floor with frontage along Hollywood Boulevard and Vermont Avenue and an entrance located at the corner. In front of the entrance is a publicly accessible courtyard with landscaping and seating. This provides an informal gathering area for members of the community, and as such, the project complies with this Design Guideline.
- (23) **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The project is designed as a one-and two-story podium with residential structures above. The ground floor is designed with stucco facades and inset windows and the roof of this podium is used for private balconies and residential courtyards. The secondary building forms consisting of residential levels are differentiated from the lower level through a change in building materials, articulation, landscaping, and color. Therefore, as proposed, the project complies with this Design Guideline.

- (24) **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains two open courtyards on the second floor level. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.
- (25) **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as crystal white, blue gray, and coral gables as its dominant color and a brown color is utilized on the ground floor as a subordinate façade color. Therefore, the project complies with this Design Guideline.
- (26) **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include: wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.
- (27) **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. Permanent plant materials are provided in the commercial courtyard on the ground floor and the two residential courtyards on the second floor. As illustrated on Sheet L1 of “Exhibit A”, the applicant is also proposing a three foot landscape buffer along Vermont Avenue which will be improved with groundcover, shrubs, and vertical landscaping (‘green wall’) along columns. The façade along Hollywood Boulevard will similarly be designed with vertical landscaping (‘green wall’) along columns and inset windows provide an area for succulent planters. The plant species for the vertical landscaping is missing from the landscaping legend, and as such, the project has been conditioned to provide an updated Landscape Plan. Therefore, as conditioned, the project complies with this Design Guideline.

3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2024-359 -CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

SITE PLAN REVIEW FINDINGS

4. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles’ General Plan consists of the Framework Element, seven State-mandated Elements including Land Use, Mobility, Housing,

Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems and Plan for a Healthy Los Angeles. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those communities of the City.

The proposed project meets the following objectives and policies contained in the Framework Element, Chapter 3 – Land Use:

Distribution of Land

Objective 3.1 *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.4 *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Community Centers

GOAL 3 *Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.*

Objective 3.9 *Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.*

Policy 3.9.7 *Provide for the development of public streetscape improvements, where appropriate.*

Figure 3-1 Metro Long Range Land Use Diagram of the Framework Element indicates that the project site is located within a Community Center, which is described as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and cultural and entertainment facilities, in addition to neighborhood oriented services. A mixed-use center that encourages the development of housing in concert with the multi-use commercial uses is one of the two types the Framework Element identifies. Generally, community centers range from FAR of 1.5:1 to 3:1. Physically, the scale and density of community centers would be greater than the neighborhood districts, generally with building heights ranging from two to six stories depending on the character of the surrounding area.

The project proposes a new mixed-use development that will provide **20,240** square feet of **grocery store** space on the ground floor and 139 dwelling units on upper floors with a total residential floor area of **106,530** square feet. The **grocery store** will provide a **neighborhood serving use** for the surrounding residential uses located within 1,500 feet of the project site. Furthermore, the proposed mixed-use project meets the type of ideal use envisioned for a Community Center. Subarea C of the Vermont/Western SNAP allows a maximum FAR of 3:1 for mixed-use projects with a maximum commercial FAR of 1.5:1. It also allows a maximum height of 75 feet for mixed-use projects. However, the applicant is seeking a FAR increase to **4.31:1** and a height increase to **86** feet in exchange for setting aside at least 11 percent, or 16 units, of the total 139 units and seven percent (7%) of the base 77 units, or six (6) units, for Extremely Low Income Households. The applicant is proposing to set aside an overall 16 units for Extremely Low Income households. The proposed FAR for the residential portion of the building is 3.71:1. The proposed FAR for the

commercial portion of the building is **0.69:1**. The overall FAR proposed for the mixed-use project is **4.31:1**. The building height is **86** feet for a seven-story project, with three (3) levels of subterranean parking. As such, in conjunction with the TOC Affordable Housing Incentive Program the project is consistent with the physical scale and density, as well as ideal uses that are envisioned in a Community Center of the Framework Element.

Land Use Element – Hollywood Community Plan

The project site is located within the boundaries of the Hollywood Community Plan, which was adopted by the Los Angeles City Council on December 13, 1988. The proposed mixed-use development advances the following objectives and policies contained in the Community Plan:

Objective 1 *To further the development of Hollywood as a major center of population, employment, retail services, and entertainment [...].*

Standards and Criteria *New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.*

Standards and Criteria *The intensity of residential land use in this Plan and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria: The adequacy of the existing and assured circulation and public transportation systems within the area [...].*

The project proposes a mixed-use development in an area that is close to a major transit station (Metro Vermont/Sunset Station) and various bus routes, connecting the project site to other regional and local destinations as well as employment centers and retail services. The project will contribute to the Hollywood area as a medium- to high-density residential development that provides housing. Furthermore, the project has been conditioned to ensure sound insulation will be provided which is sufficient to reduced interior noise levels below 45 dBA in any habitable room having a line of sight to a public street of alley. This will meet the Standards and Criteria of the Hollywood Community Plan to soundproof new apartments. In addition, the project provides adequate usable open space by providing a total of **11,070** square feet of open space, consisting of two courtyards, a **recreation room (“Sky Lounge”)**, lounge, a gym, and a club room.

Vermont/Western Station Neighborhood Plan Area (SNAP)

The Vermont/Western SNAP was adopted by the Los Angeles City Council and became effective on March 1, 2001. The proposed project meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

- C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood.*
- E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents.*
- H. Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned combination of commercial and residential uses with adequate open space.*
- R. Facilitate the provision of studio and one bedroom apartments for adult students and*

senior citizens located near colleges, subway stations and along commercial corridors.

As demonstrated in Finding Number 2, the project is in substantial conformance with the Specific Plan regulations as well as the Development Standards and Design Guidelines required to achieve a pedestrian-oriented design. The project provides a courtyard in front of the proposed **grocery store** to provide an attractively landscaped area which is accessible to pedestrians. The area will be improved with landscaped planters, trees, and seating. Furthermore, the ground floor facades are designed with highly transparent materials and with landscaping materials, which further contribute to a pedestrian-friendly environment around the project site and soften the appearance of the building. Commercial and residential entrances to the building are thoughtfully placed to provide convenient access to pedestrians. The proposed height and density of the mixed-use development comply with the Specific Plan in conjunction with the TOC Affordable Housing Incentive Program. The project also proposes a wide range of open space areas and amenities, including exterior open spaces and courtyard areas and interior **common open space** rooms, which would contribute to the social well-being of its residents. Façade relief and articulation are achieved through the use of various materials including metal, stucco, glass. Lastly, the project proposes a unit mix that consists of studios, one bedrooms, and two bedrooms, within close proximity to the Metro's Vermont/Sunset Station and bus stations along major commercial corridors.

Mobility Element

The Mobility Element was adopted by the Los Angeles City Council on January 20, 2016. The proposed development supports the following policies of the Mobility Plan.

Policy 2.3 *Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Policy 3.3 *Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.4 *Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.*

Policy 3.8 *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The proposed project contains the qualities of a transit-oriented development that complies with the policies stated above. The project site is located approximately 975 feet from the Vermont/Sunset Metro Station. This station serves the Metro Red Line, which runs between North Hollywood and Union Station and connects to the Orange Line in North Hollywood to the Purple Line in Koreatown and the Blue Line in Downtown Los Angeles. The line also connects to the Metro Gold Line and the Metrolink commuter rail lines at Union Station. The project site is also located in close proximity to various public transit routes, including but not limited to Metro Local Line 180 which provides access from Hollywood to Pasadena through Glendale; Metro Local Line 217 which provides access from Culver City to East Hollywood; and Metro Local Line 754/204 which provides access from South Los Angeles to East Hollywood.

The project proposes the construction of a high-density mixed-use development containing 139 dwelling units. The Mobility Plan encourages the development of residential units and **grocery store use** near transit stops to provide greater access to employment centers,

neighborhood services, as well as other regional and local destinations.

The project proposes a more balanced and suitable land use that meets the intent and purpose of the Mobility Element and the Vermont/Western SNAP by replacing the existing commercial car wash with a mixed-use development containing residential and commercial uses. The public right-of-way around the site will incorporate additional landscaping (through the sidewalk parkway easement along Vermont Avenue) as well as street furniture to provide a more interesting and walkable environment, and the project will provide a safe and secure bicycle parking storage area within the building.

Housing Element

On November 24, 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element. On April 21, 2022, City Planning released proposed targeted amendments to the Housing Element for public comment. Both CPC and PLUM recommended approval by the City Council. On June 14, 2022, the full City Council adopted the targeted amendments. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. On June 29, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The project is consistent with the following goals, objectives, and policies of the Housing Element (2021-2029):

GOAL 1 A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

GOAL 3 A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions

These goals, objectives and policies are to ensure that housing is directed towards Higher Opportunity Areas and near transit, and to ensure that residents have access to job centers and to a variety of amenities. This project is consistent with the Housing Element, as it is proposing a mixed-use development, wherein grocery **store** uses will be located on the ground floor and dwelling units will be located on the levels above, which inherently facilitates a mix of uses. Additionally, as the project is an Affordable Housing development, the project will provide much needed Extremely Low-Income dwelling units to the community. The project will further citywide housing priorities by redeveloping an existing commercial site with housing near transit, as this site is 975 feet from the Vermont/Sunset Metro Red Line Station, and will do so without displacing any current residents.

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

Development of the project site into a mixed-use building would be consistent and compatible with existing and future development on neighboring and other properties within close proximity, which is generally developed with commercial, residential, and public facility uses. Furthermore, the project provides architectural features that vary and articulate the building façade and incorporates a variety of colors and materials. The project also employs a variety of architectural elements such as projecting balconies, changes in building plane, and vertical and horizontal bands.

Building Arrangement (Height, Bulk, and Setbacks)

The subject site is located in Subarea C of the Vermont/Western SNAP, which contains provisions for building height, FAR, and setbacks. Per Section 3 of the SNAP, the Specific Plan prevails and supersedes the applicable provisions of the Municipal Code, wherever the Specific Plan contains provisions on development.

Properties surrounding the project site generally consist of commercial buildings and multi-family dwellings. Northeast of the site are multi-family residential uses consisting of properties zoned RD1.5-1XL, R3-1, and R2-1XL. North and northwest of the site are neighborhood serving uses such as banks, coffee shops, offices, a theater, and surface parking lots on parcels zoned C4-1D. Further northwest of the site is the playground of the Los Feliz Elementary School on a parcel zoned PF-1XL. West of the site is a commercial strip mall and surface parking lot on parcels zoned C2-1D and P-1. Further west of the site is the Hollyhock House and Barnsdall Art Center, on a parcel zoned OS-1XL. South and southeast of the site are commercial uses consisting of a gas station, music school, art supplies, restaurants, clothing stores, offices, and surface parking lots on parcels zoned C2-CSA1, C2-1, and C2-1D.

The project proposes a building with a maximum of **86** feet and consist of **106,530** square feet of residential and **20,240** square feet of commercial floor area. The surrounding buildings containing residential uses are developed to a lower density ranging from two (2) to 26 dwelling units compared to the proposed development containing 139 dwelling units. Residential dwellings are generally two- to three-stories in height and commercial buildings are one- to two-stories in height. Further south of the site, approximately 1000 feet away, is a collection of hospitals near the intersection of Sunset Boulevard and Vermont Avenue. Structures in that area are six- to ten-stories in height. As such, although the proposed **86**-foot tall, seven-story, mixed-use building is not currently consistent with the height of some of the surrounding residential or commercial developments that range in height from one to three stories, the project will be consistent with any future development that will have a height

limit of 75 feet, no setback requirements, and allow for a similar bulk on multiple lots in conjunction with the TOC Affordable Housing Incentive Program.

The building has a stepback requirement along Hollywood Boulevard (requiring that the height of the building be limited to 30 feet within 15 feet of the front property line) and has a secondary stepback requirement along both Hollywood Boulevard and Vermont Avenue to ensure the second floor is set back from the first floor by at least 10 feet. However, the applicant is requesting an increase of 11 feet in height to the first stepback requirement (that no portion of any structure exceed 30 feet in height within 15 feet of the front property line) and an increase of one-story in height to the second stepback requirement (that all buildings with a property line fronting on a major highway have the second-floor set back 10 feet from the first-floor, in exchange setting aside at least 11 percent, or 16 units, of the total 139 units and seven percent (7%) of the base 77 units, or six (6) units, for Extremely Low Income Households. The applicant is proposing to set aside an overall 16 units for Extremely Low Income households. Furthermore, the surrounding properties along Hollywood Boulevard, and south of the site along Vermont Avenue, are located within Subarea C, and designated for similar land uses. Future developments in Subarea C are subject to the same height, bulk and density requirements of the Vermont/Western SNAP and land use designation. Therefore, the proposed development will be compatible with future developments in the area.

The SNAP does not require front, side, and rear yards for projects that are located in Subarea C. In addition to meeting the height, FAR, and setback requirements per the Specific Plan, the project proposes various articulation and architectural elements that reduce the effect of a large-scale development in the neighborhood. The building is designed as a two-story podium, with commercial uses on the ground floor, and with residential structures sitting atop the podium. Additionally, there are courtyards and open space areas placed at the intersection of Hollywood Boulevard and Vermont Avenue, and directly above the **grocery store**, which create a transition in massing. This treatment will ensure that the building is human scaled and that the massing of the building will not 'loom' over the public right of way. Additionally, the podium is appropriately articulated with deep-inset windows, thereby creating additional space for landscaping along pedestrian walkways. The upper floors are also defined by balconies and various planes which ensure the exterior of the building is appropriately articulated. The roof plane varies in height with cutouts and adds articulation to the building. The changes in the plane as well as materials also further articulates the building and increases the visual interest from public streets. Furthermore, balconies and fenestration that orient toward the streets contribute to public safety by maintaining the "eyes on the street" concept within their design. The proposed development will be an improvement compared to the existing car wash on the site and will improve rather than degrade the existing visual character of the site and its surroundings.

Off-Street Parking Facilities and Loading Areas

The proposed project is a mixed-use building containing 139 dwelling units with parking for the project located within a three subterranean parking levels and ground level garage. The parking will be accessible by an ingress and egress driveway located along Prospect Avenue. As discussed under Finding No. 2, the project proposes **104** parking spaces for residential units and has been conditioned to provide no more than a maximum of **41** commercial spaces per the SNAP requirements. The project will also provide 11 commercial bicycle parking spaces and 70 residential bicycle parking spaces on-site and six (6) bike racks along the public right-of-way.

Lighting

The plans for this project do not specify lighting details at this time. However, the Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle

of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. As such, the project has been conditioned to comply with the lighting regulations of the Specific Plan.

Landscaping

The illustrated in the landscape plan in Exhibit “A”, adequate landscaping will be provided throughout the project site. The grade level and third level will be landscaped with ground cover, shrubs, and trees. The proposed plant palette shows that the landscaping will include trees such as Purple-Leafed Acacia and Cajeput Trees, along with ground cover and shrubs such as Large Cape Rush, Low Coast Rosemary, Little Ollie, Mexican Sage, Kurapia turf, Fine-leaf Groundcover Myoporum, and Blue Chalksticks. The applicant is also required to submit a final landscape plan prepared by a licensed landscape architect showing a combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site as well as an irrigation plan.

Trash Collection

The Vermont/Western SNAP Development Standards specify requirements for the location and design of trash storage and recycling areas. The project proposes an enclosed trash and recycling area within a subterranean parking level.

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

The project will provide a total of **11,070** square feet of open space, consisting of **3,900 square feet of private balconies**, **1,040** square-foot gym, a **3,420** square-foot courtyard on the **first** floor, another **250** square-foot courtyard on the second floor, a 600 square-foot **club** room on the second floor, and **an 860** square-foot **recreation room (“Sky Lounge”)** on the seventh floor. As shown in the open space diagram in Exhibit “A,” all common open space areas, including the courtyard and amenity rooms will be conditioned to maintain a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area, and all balconies will have a minimum dimension of six (6) feet. Therefore, the open space and amenity rooms on-site provide appropriate amenities and recreational facilities for the project’s residents and are expected to minimize impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

7. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.
8. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would

disqualify it. The Categorical Exemption document dated **April 2024** and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. **Pursuant to Los Angeles Municipal Code (LAMC) Chapter 1, Section 11.5.7(D)(2), Modifications of a Project Permit Compliance shall not suspend or extend the authorization period of the original Project Permit Compliance.** If such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.org/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning’s DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC (213) 482-7077 201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org	Van Nuys DSC (818) 374-5050 6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org	West Los Angeles DSC (CURRENTLY CLOSED) (310) 231-2901 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org
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City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City’s BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to Online Appeal Filing



QR Code to Forms for In-Person Appeal Filing



QR Code to BuildLA Appointment Portal for Condition Clearance

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Jane Choi, AICP, Principal City Planner

Reviewed by:

Danalynn Dominguez, City Planner

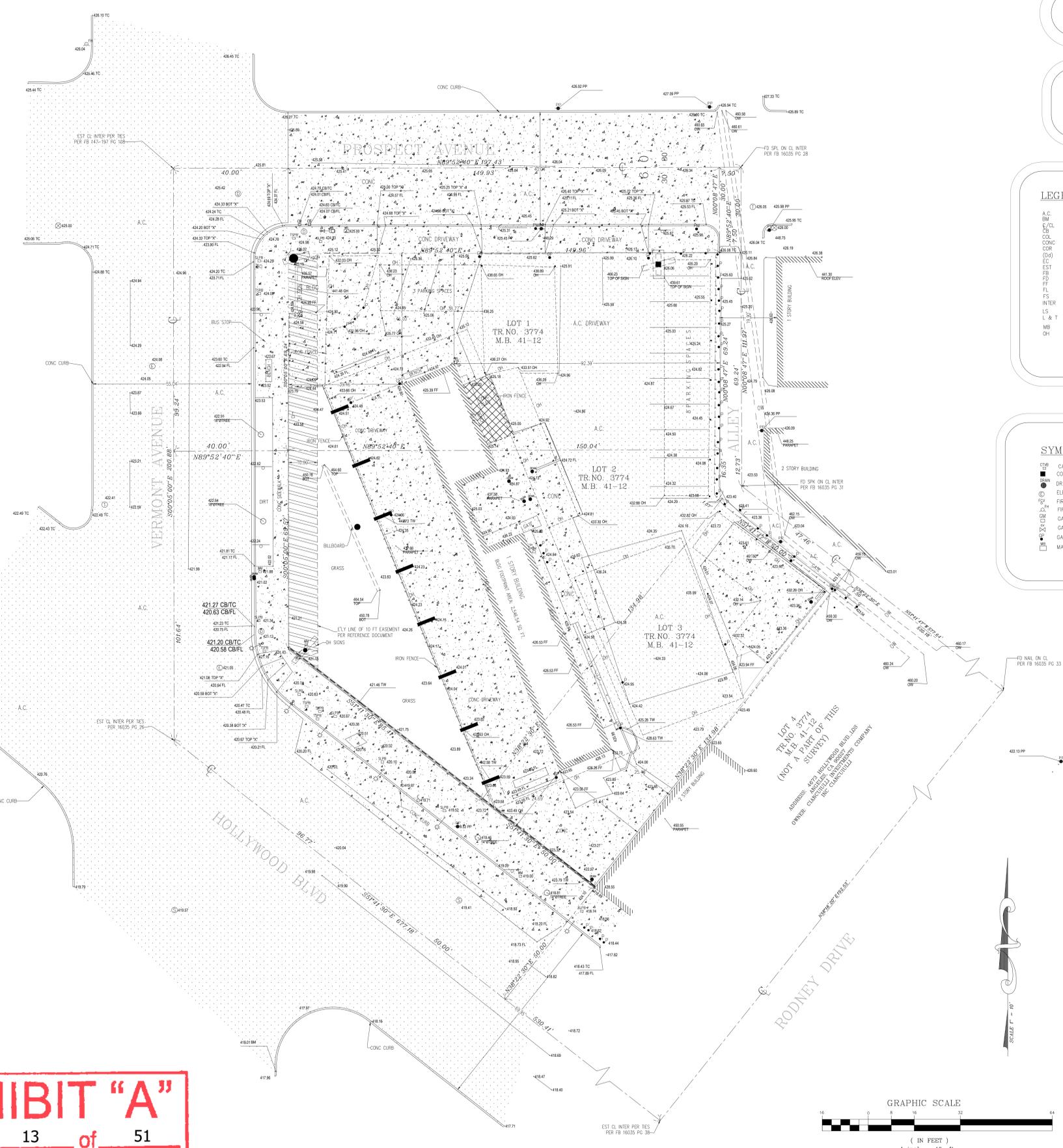
Prepared by:

Yamillet Brizuela, AICP, City Planning Associate
yamillet.brizuela@lacity.org

DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1-1A
1666 North Vermont Avenue

EXHIBITS

D – “EXHIBIT A” PROJECT PLANS DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1



PARKING COUNT:
11 STRIPED PARKING SPACES

FLOOD INFORMATION:
SUBJECT PROPERTY IS ZONE "X" AREA OUTSIDE 1-PERCENT ANNUAL CHANCE OF FLOOD PLAIN.
FEMA PANEL NO. 06037C1610F
EFFECTIVE DATE: 09/26/2008

LEGEND:

A.C. - ASPHALT CONCRETE	O/S - OFFSET
BM - BENCHMARK	PC - PAGE
C/L - CENTERLINE	PL - PROPERTY LINE
CB - CATCH BASIN	PM - PARCEL MAP
COL - COLUMN	REG - REGISTERED CIVIL ENGINEER
CONC - CONCRETE	SMH - SEWER MANHOLE
COR - CORNER	SPK/W - SPIKE & WASHER
COB - CEDED	TC - TOP OF CURB ELEV.
EC - END OF CURVE	TR - TRACT MAP
EST - ESTABLISH	TW - TOP OF WALL ELEV.
FB - FIELD BOOK	
FD - FOUND	
FF - FINISH FLOOR ELEV.	
FL - FLOWLINE ELEV.	
FS - FINISH SURFACE ELEV.	
INT - INTERSECTION	
LS - LAND SURVEYOR	
L & T - LEAD & TACK	
MB - MAP BOOK	
OH - OVERHANG	

SYMBOLS:

CTB - CABLE TV BOX	POST - POST	T - TEL BOX
C - COLUMN	PP - POWER POLE	TM - TELEPHONE MANHOLE
D - DRAIN	PPA - POWER POLE ANCHOR	TL - TRAFFIC LIGHT CONTROL BOX
EM - ELECTRIC MANHOLE	PS - PULL BOX	TLA - TRAFFIC LIGHT WITH ARM
FV - FIRE CONTROL VALVE	SH - SEWER CL. CUT	T - TREE
FH - FIRE HYDRANT	SMH - SEWER MANHOLE	V - VENT
GM - GAS METER	SDM - STORM DRAIN MANHOLE	WM - WATER MANHOLE
GV - GAS VALVE	SLPB - STREET LIGHT BOX	W - WATER METER
GP - GATE POST	SLP - STREET LIGHT	WV - WATER VALVE
MB - MAIL BOX	SLPB - STREET LIGHT BOX	
	TEL - TEL (PUBLIC PHONE)	

ZONING AND ZONING REQUIREMENTS:
THE SUBJECT PROPERTY IS ZONED "C2-10" (COMMERCIAL DISTRICT, PER CITY OF LOS ANGELES)
MAXIMUM HEIGHT - DETERMINED BY HIGH DISTRICT
FRONT SETBACK = NONE
SIDE SETBACK = NONE FOR COMMERCIAL USES; SAME AS R4 ZONE FOR RESIDENTIAL USES AT LOWEST RESIDENTIAL STORY
REAR SETBACK = NONE FOR COMMERCIAL USES; SAME AS R4 ZONE FOR RESIDENTIAL USES AT LOWEST RESIDENTIAL STORY
NOTE: THIS SUMMARY IS ONLY A GUIDE. DEFINITIVE INFORMATION SHOULD BE OBTAINED FROM THE ZONING CODE ITSELF AND FROM CONSULTATION WITH THE CITY PLANNING DEPARTMENT. NO REPRESENTATION OF ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS FIRM IS NOT AN EXPERT IN THE INTERPRETATION OF COMPLEX ZONING ORDINANCES. COMPLIANCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

SCHEDULE B / EASEMENT(S):
4 - AN OFFER OF DEDICATION FOR PUBLIC STREET OR HIGHWAY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 16, 1964 AS INSTRUMENT NO. 5693 IN BOOK D2700, PAGE 501 OF OFFICIAL RECORDS, CITY OF LOS ANGELES
SAID OFFER WAS ACCEPTED TO PUBLIC USE BY A RESOLUTION RECORDED: APRIL 22, 1965 AS INSTRUMENT NO. 4525, IN BOOK D-2878 PAGE 603, OFFICIAL RECORDS

MISCELLANEOUS NOTES:
1.) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVED SURFACE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
2.) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVED EVIDENCE OF ANY RECENT CHANGES IN STREET RIGHT-OF-WAY LINES OTHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING DISTRICT.
3.) THERE ARE NO WETLANDS ON OR ADJACENT TO THE SUBJECT PER THE UNITED STATES FISH AND WILDLIFE SERVICES NATIONAL WETLANDS INVENTORY WEB SITE. THIS STATEMENT SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACTUAL FIELD WETLANDS DELINEATION OR ENVIRONMENTAL ASSESSMENT REPORT.

SURVEY CERTIFICATE:
To Benny Pirian,
FIRST AMERICAN TITLE INSURANCE COMPANY:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 7(a), 7(b1), 7(c), 8, 9, 10, 11, 13, 14, 15, 16, 18 of Table A thereof. The field work was completed on 10/25/2018.

Dated: _____, 2018

Cynthia A. De Leon
RCE 31604 - Exp. 12-31-18

LEGAL DESCRIPTION:
THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:
REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
LOTS 1, 2 AND 3 OF TRACT NO. 3774, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 41, PAGE 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 5542-001-022

REFERENCE DOCUMENT:
PER PRELIMINARY TITLE REPORT FROM FIRST AMERICAN TITLE INSURANCE COMPANY
FILE NO.: 91402-136310-15
LOAN NO.: 0333989
DATED AS OF: JUNE 16, 2015

BASIS OF BEARINGS:
THE BEARING NORTH 89° 52' 40" EAST ON THE CENTERLINE OF PROSPECT AVENUE AS SHOWN ON TR. NO. 3774, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN M.B. 41, PAGE 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

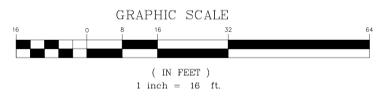
LAND AREA:
CONTAINING AN AREA OF 29,418.42 SQ. FT. OR 0.6753 ACRES, MORE OR LESS.

BENCHMARK:
STRUCTURE ID: 112-22170 (NAVD 1988)
DESCRIPTION: WIRE SPK E CURB VERMONT AVE; 2.5FT S/O BCR; S/O HOLLYWOOD BLVD
ELEVATION: 418.019 FT

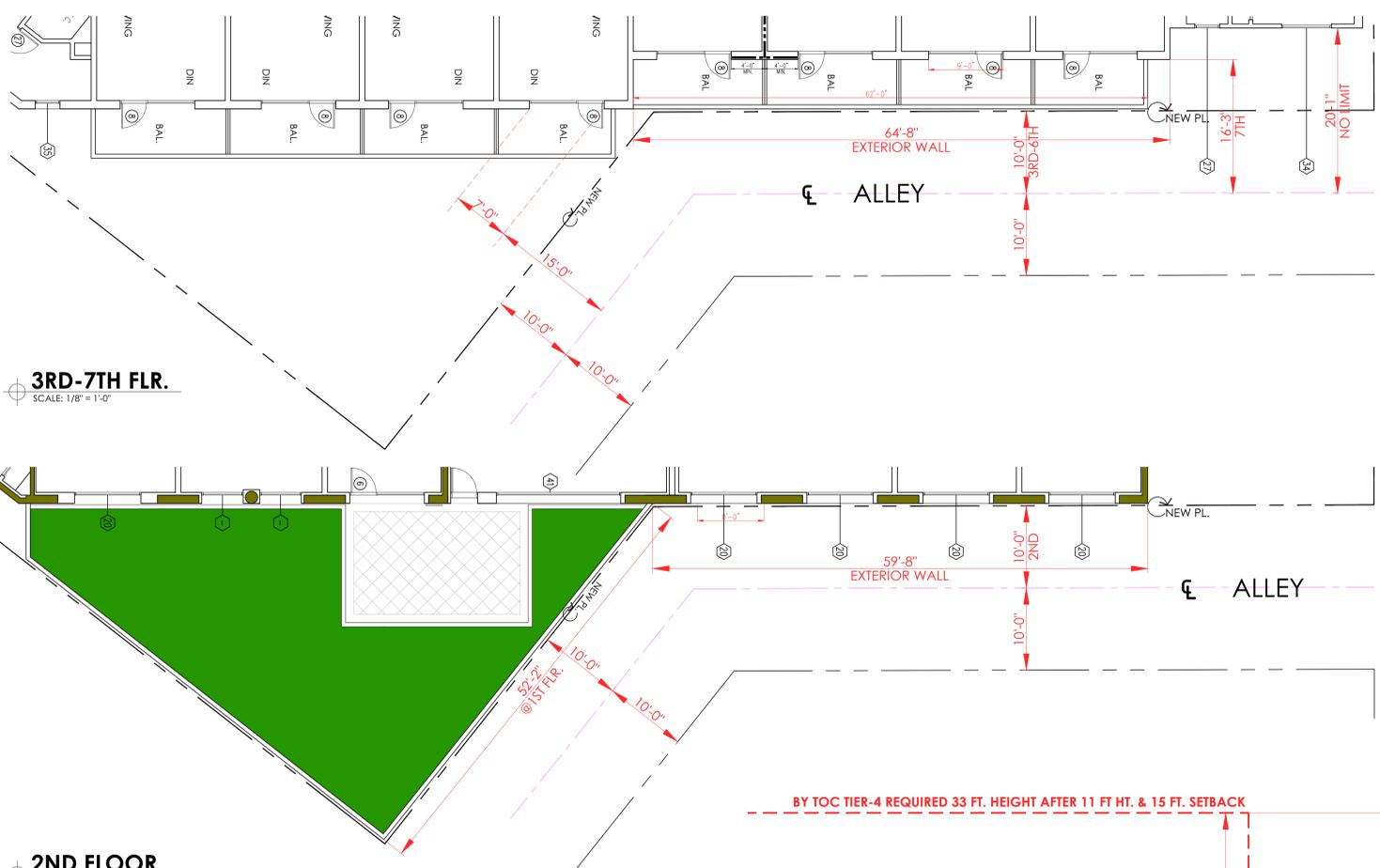
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VICINITY MAP
NOT TO SCALE

EXHIBIT "A"
Page No. 13 of 51
Case No. DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1



TITLE: ALTA/NSPS LAND TITLE SURVEY	
1666 NORTH VERMONT AVENUE, LOS ANGELES, CA 90027	
CLIENT: Mr. Benny Pirian	JOB NO.: 18-14073
SCALE: 1" = 16'	DATE: 10/31/18
DESIGNED BY: F.G. / D.D.	REVISION (S): 12/27/18
DRAWN BY: MK	SHEET 1 OF 1 SHEET
CHECKED BY: C.D.L.	



(WALL AREA = 10'-3" x 64'-8" = 663 S/F) - EAST ELEVATION @ 7TH FLR.

ALLOWABLE OPENING ON EXTERIOR WALL (PER TABLE 705.8)
 DISTANCE OF OPENING FROM CENTERLINE OF ALLEY IS 16'-3"

10 FT. TO < 15 FT.	=	75%	UNPROTECTED, SPRINKLERED (UP,S)			
663 S/F x 75%	=	497 S/F	ALLOWABLE OPENING			
OPENING	H	x	W	AREA (S/F)	QUANTITY	SUBTOTAL
DOOR	8	x	8	64	x 4	= 256 S/F
TOTAL					4	= 256 S/F
OPENING RATIO:	256	/	663	=	39%	< 75%

(WALL AREA = 10'-3" x 64'-8" = 663 S/F) - EAST ELEVATION @ 3RD-6TH FLR.

ALLOWABLE OPENING ON EXTERIOR WALL (PER TABLE 705.8)
 DISTANCE OF OPENING FROM CENTERLINE OF ALLEY IS 10'-0"

10 FT. TO < 15 FT.	=	45%	UNPROTECTED, SPRINKLERED (UP,S)			
663 S/F x 45%	=	298 S/F	ALLOWABLE OPENING			
OPENING	H	x	W	AREA (S/F)	QUANTITY	SUBTOTAL
BALCONY	4.5	x	62	279	x 1	= 279 S/F
TOTAL					1	= 279 S/F
OPENING RATIO:	279	/	663	=	42%	< 45%

(WALL AREA = 11'-2" x 59'-8" = 663 S/F) - EAST ELEVATION @ 2ND FLR.

ALLOWABLE OPENING ON EXTERIOR WALL (PER TABLE 705.8)
 DISTANCE OF OPENING FROM CENTERLINE OF ALLEY IS 10'-0"

10 FT. TO < 15 FT.	=	45%	UNPROTECTED, SPRINKLERED (UP,S)			
667 S/F x 45%	=	300 S/F	ALLOWABLE OPENING			
OPENING	H	x	W	AREA (S/F)	QUANTITY	SUBTOTAL
WINDOW	5.5	x	8	44	x 4	= 176 S/F
TOTAL					4	= 176 S/F
OPENING RATIO:	176	/	667	=	26%	< 45%

(WALL AREA = 18'-0" x 52'-2" = 939 S/F) - EAST ELEVATION @ 2ND FLR.

ALLOWABLE OPENING ON EXTERIOR WALL (PER TABLE 705.8)
 DISTANCE OF OPENING FROM CENTERLINE OF ALLEY IS 10'-0"

10 FT. TO < 15 FT.	=	45%	UNPROTECTED, SPRINKLERED (UP,S)			
939 S/F x 45%	=	423 S/F	ALLOWABLE OPENING			
OPENING	H	x	W	AREA (S/F)	QUANTITY	SUBTOTAL
GARAGE ENTRY	9	x	19	171	x 1	= 171 S/F
TOTAL					1	= 171 S/F
OPENING RATIO:	171	/	939	=	18%	< 45%



EXHIBIT "A"

Page No. 39 of 51

Case No. DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1

ANTI-GRAFFITI NOTES:
 THE FIRST NINE FEET, MEASURED FROM GRADE OF EXTERIOR WALLS AND DOORS SHALL BE BUILT AND MAINTAINED WITH A GRAFFITI RESISTANT FINISH CONSISTING OF EITHER A HARD SMOOTH IMPERMEABLE SURFACE SUCH AS CERAMIC TILE, BAKED ENAMEL OR RENEWABLE COATING OF AN APPROVED ANTILENAMEL OR A RENEWABLE COATING OF AN APPROVED ANTI-GRAFFITI COATINGS: MONOCHEM PERMASHIELD-ANTIGRAFFITICOATING SYSTEM RR #25080-T (CSI #09960)

WINDOW NOTES:
 ALL WINDOWS SHALL BE TRANSPARENT. NO DARKENED OR TINTED IS PERMITTED

- KEYNOTES:**
- 1 EXTERIOR WALL
 FINISH : SMOOTH STUCCO
 COLOR : CRYSTAL WHITE (X-50)
 MANUF. : LAHABRA
 - 2 EXTERIOR WALL
 FINISH : SMOOTH STUCCO
 COLOR : BLUE GREY (X-504)
 MANUF. : LAHABRA
 - 3 EXTERIOR WALL
 FINISH : SMOOTH STUCCO
 COLOR : CORAL GABLES (X-81582)
 MANUF. : LAHABRA
 - 4 EXTERIOR WALL
 FINISH : METAL PANEL
 WOOD MIMIC
 COLOR : BROWN
 MANUF. : KINGSPAN
 FAÇADE SYS.
 - 5 GUARDRAIL
 MATERIAL : GLASS
 COLOR : CLEAR
 MANUF. : LARR #26149
 - 6 CANOPY
 MATERIAL : METAL
 COLOR : DARK MAGENTA
 #B2008b HEX
 - 7 GUARDRAIL & GATE
 MATERIAL : METAL POST & CABLE
 COLOR : BLACK
 MANUF. : STAIRSUPPLIES
 - 8 DOOR & WINDOW FRAME
 MATERIAL : VINYL
 COLOR : BLACK (ON LIGHT EXTERIOR)
 : WHITE (ON DARK EXTERIOR)
 MANUF. : MILGARD
 - 9 STORE FRONT DOORS & WINDOWS
 - 10 BALCONY WING WALL BET. UNITS
 MAX. 42" HIGH WITH 18" FROSTED TEMPERED GLASS FOR PRIVACY



Sheet Issue & Revision Log

IT IS THE CLIENTS RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH A CONTRACTOR THROUGHOUT KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENTS SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

Developer:
VERMONT REAL ESTATE, LLC.
 1666 N VERMONT AVENUE,
 LOS ANGELES, CA. 90027

Project Title:
139 UNIT MIXED USE APARMENT
 1666 N. VERMONT AVENUE,
 LOS ANGELES, CA. 90027

Architect:
DARYOUSH SAFAI
 AIA
 Architect
 2932 Wilshire Boulevard, #210
 Santa Monica, CA 90403
 Tel : (310) 453-3335
 Email : dan@safaiarchitects.com
 www.architect.com

Architect Stamp:

Sheet Content:
EAST ELEVATION (ALLEY)

Date : -
 Scale : 1/8" = 1'-0"
 CAD : -
 Job : -
 Sheet :

A-4.3

Of 0 Sheets

E – CATEGORICAL EXEMPTION

E.1 – NOTICE OF EXEMPTION (ENV-2024-359-CE)

E.2 – CLASS 32 JUSTIFICATIONS (ENV-2024-359-CE)

E – CATEGORICAL EXEMPTION

E.1 – NOTICE OF EXEMPTION (ENV-2024-359-CE)

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1

LEAD CITY AGENCY
City of Los Angeles (Department of City Planning)

CASE NUMBER
ENV-2024-359-CE

PROJECT TITLE
1666 North Vermont Avenue

COUNCIL DISTRICT
4 – Raman

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) Map attached.
1666 North Vermont Avenue (1642-1666 North Vermont Avenue; 4646-4650 West Prospect Avenue; 4685-4697 West Hollywood Boulevard)

PROJECT DESCRIPTION: Additional page(s) attached.
The demolition of two (2) commercial structures, a surface parking lot, and a billboard; and the construction, use, and maintenance of a seven-story, 126,770 square-foot, 139-unit mixed-use building providing 104 residential parking spaces and 41 commercial parking spaces. The applicant proposes to grade an export of up to 35,950 cubic yards of earth.

NAME OF APPLICANT / OWNER:
Hollywood 26 Real Estate LLC and Vermont 26 Real Estate LLC, Ben Pirian (Applicant/Owner)

CONTACT PERSON (If different from Applicant/Owner above)
Craig Lawson & Co., LLC (Jim Ries)

(AREA CODE) TELEPHONE NUMBER | EXT.
310-838-2400

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)
STATE CEQA STATUTE & GUIDELINES
 STATUTORY EXEMPTION(S)
Public Resources Code Section(s) _____
 CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) Section 15332 / Class 32
 OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION: Additional page(s) attached
In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services
 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE
Yamillet Brizuela *Yamillet Brizuela*

STAFF TITLE
City Planning Associate

ENTITLEMENTS APPROVED
Modification to Project Permit Compliance, TOC Program, Site Plan Review

E – CATEGORICAL EXEMPTION

E.2 – CLASS 32 JUSTIFICATIONS (ENV-2024-359-CE)



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

JUSTIFICATION TO SUPPORT A CATEGORICAL EXEMPTION

1666 N. VERMONT AVENUE PROJECT

DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1 and ENV-2024-359-CE

Project Address: 1642-1666 N. Vermont Avenue, 4646-4650 W. Prospect Avenue, 4685-4697 W.
Hollywood Boulevard, Los Angeles, CA 90027

Community Plan Area: Hollywood

Council District: 4 – Nithya Raman

Project Description: The Project Site occupies 28,006 square feet of lot area (0.64 acres) with approximately 1,412 square feet of street vacation area, resulting in 29,418 square feet of gross lot area (0.68 acres) and is currently developed with two commercial structures and a surface parking lot. The Proposed Project includes demolition of the existing two commercial structures and site clearing of the surface parking lot for the construction, use, and maintenance of an 86-foot-tall, seven-story mixed-use residential and commercial building with a total of 139 residential dwelling units and up to 20,240 square feet of ground-floor commercial space ("Proposed Project"). The Proposed Project would include 59 studio units, 61 one-bedroom units, and 19 two-bedroom units, 12 percent (17 units) of which would be reserved as On-Site Restricted Affordable Units: 16 units would be reserved at the Extremely Low Income level and one unit would be reserved at the Moderate Income level. The Proposed Project has a total combined floor area of 126,770 square feet, consisting of 106,530 square feet of residential floor area and 20,240 square feet of ground-floor commercial space, resulting in a floor area ratio of 4.31:1. Three levels of subterranean parking would be provided in a parking garage underneath the mixed-use building. The Proposed Project would provide a total of 145 vehicle parking spaces and 130 bicycle parking spaces. The Proposed Project would provide 11,070 square feet of total open space (with 7,170 square feet of common open space and 3,900 square feet of private open space). The Proposed Project would require a total of approximately 35,950 cubic yards of soil export to be hauled off-site for the building foundations and subterranean levels. The proposed haul route for transporting soil to the Azusa Land Reclamation facility would travel north on N. Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the I-5 Freeway on-ramp. Inbound haul trips would exit the I-5 Freeway at Los Feliz Boulevard, proceed west on Los Feliz Boulevard to N. Vermont Avenue, southbound to the Project Site. The Proposed Project assumes a worst-case scenario of removing all four (4) street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Parker Environmental Consultants, LLC

APPLICANTS:

Hollywood 26 Real Estate LLC and Vermont 26 Real Estate, LLC

April 2024

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Attachment 3 VMT Analysis / Transportation Impact Study
Attachment 4 Noise Calculations Worksheets
Attachment 5 Air Quality Modeling and Greenhouse Gas Emissions Worksheets
Attachment 6 USFWS IPaC Resource List
Attachment 7 Environmental Site Assessment

1.0 Project Description

A. Project Summary

The Project Site is currently developed with two existing single-story commercial structures including a car wash totaling 8,000 square feet, a restaurant totaling 300 square feet, and an associated surface parking lot. The Applicants propose the demolition of the two existing commercial structures and surface parking lot for the construction, use, and maintenance of a seven-story mixed-used residential and commercial building with a total of 139 multi-family residential units and up to 20,240 square feet of commercial¹ space at the ground level (“Proposed Project”). The Proposed Project would include 59 studio units, 61 one-bedroom units, and 19 two-bedroom units, 12 percent (17 units) of which would be reserved as On-Site Restricted Affordable Units: 16 units would be reserved at the Extremely Low Income level and one unit would be reserved at the Moderate Income level. The Proposed Project has a total combined floor area of 126,770 square feet, consisting of 106,530 square feet of residential floor area and 20,240 square feet of ground-floor commercial space, resulting in a floor area ratio of 4.31:1. Three levels of subterranean parking would be provided in a subterranean parking garage underneath the mixed-use building. A total of 145 vehicle parking spaces would be provided: 104 residential parking spaces would be provided within three subterranean parking levels and a total of 41 commercial parking spaces would be provided within one subterranean parking level. The Proposed Project would provide a total of 130 bicycle parking spaces. The Proposed Project would include 11,070 square feet of common open space (including 7,170 square feet of common open space and 3,900 square feet of private open space).

The Applicants are requesting the following discretionary approvals:

- 1) Pursuant to **LAMC Section 11.5.7.C**, a Specific Plan Project Permit Compliance Review in the SNAP.
 - a. The Applicants are also requesting permission to utilize the alternative Noise Control option discussed in the Section V.20 of the SNAP Development Standards and Design Guidelines.
- 2) Pursuant to **LAMC Section 12.22.A.31**, the Applicants request permission to utilize Base Incentives and two Additional Incentives defined by the TOC Guidelines to construct a maximum of 139 dwelling units in an Eligible Housing Development. The site’s location qualifies it for Tier 4 level TOC approval. This application requests the use of the following incentives:

¹ To provide a conservative analysis, this Categorical Exemption characterizes the commercial space as a Grocery Store use. With the exception of the traffic report, which calculates the project’s vehicle miles traveled (VMT) based on the total gross building floor area (i.e., 22,800 gsf) of the grocery store component, all references to the size of the project is based on the floor area as defined in the Los Angeles Municipal Code (LAMC), Section 12.03.

- a. Base Incentives, Section VI of the TOC Guidelines:
 - i. Section VI.1.a.iv: Permitting an 80% increase in the allowable density from an allowable base density of 77 units to 139 units.
 - ii. Section VI.1.b.iv.: Permitting a 45% increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3.0:1 to 4.35:1.
 - iii. Section VI.2.a.ii: Permitting no required parking for residential units in an Eligible Housing in Tier 4.
 - b. Additional Incentives, Section VII of the TOC Guidelines:
 - i. Section VII.1.b.ii: Permitting a 25% decrease in required open space.
 - ii. Section VII.1.g.iii: Permitting a height increase up to 33 feet above the 75-foot limitation. The Applicants are requesting 11 additional feet to permit an 86-foot-tall building.
- 3) Pursuant to **LAMC Section 16.05**, the Applicants request the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units.
- 4) Pursuant to the **City of Los Angeles Charter Section 558(a)5**, the Applicants request a street vacation of approximately 1,412 square feet of area within the public right-of-way located along N. Vermont Avenue between Hollywood Boulevard and Prospect Avenue, along the western border of the Project Site.

In addition, pursuant to various sections of the LAMC, the Applicants will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition permits, grading and excavation permits, foundation and building permits, temporary street closure permits, haul route permit, street tree removals, and sign permits.

B. Environmental Setting

1. Project Location

The Project Site is located in the Hollywood Community Plan (“Community Plan”) area within the City of Los Angeles. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map. The Project Site encompasses three parcels and includes approximately 28,006 square feet of lot area, with approximately 1,412 square feet of vacation area, resulting in 29,418 square feet of gross lot area (0.68 acres). The Project Site’s property addresses, Assessor’s Parcel Number (APN), land use, and lot area are summarized in Table 1.1, Summary of Project Site, below.

The Project Site is generally bound by Prospect Avenue to the north; N. Vermont Avenue to the west; Hollywood Boulevard and a two-story commercial building and a surface parking lot to the south; and a public alleyway and multi-family residential to the east. The Proposed Project includes an application to vacate the public right-of-way with the City of Los Angeles Bureau of Engineering (BOE VAC - E1401364). The area includes approximately 1,412 square feet of vacation area located along N. Vermont Avenue between Hollywood Boulevard and Prospect Avenue, along the western border of the Project Site. (See Figure 2, below).

**Table 1.1
Summary of Project Site**

Address	APN	Existing Land Use	Lot Area (square feet)
4646 W. Prospect Avenue 1660 N. Vermont Avenue 1666 N. Vermont Avenue 1664 N. Vermont Avenue 1662 N. Vermont Avenue 4650 W. Prospect Avenue 4697 W. Hollywood Boulevard 4695 W. Hollywood Boulevard 4693 W. Hollywood Boulevard 1650 N. Vermont Avenue 1646 N. Vermont Avenue 1642 N. Vermont Avenue 1644 N. Vermont Avenue 4691 W. Hollywood Boulevard 4689 W. Hollywood Boulevard 4687 W. Hollywood Boulevard 4685 W. Hollywood Boulevard	5542-001-022	Restaurant/ Car Wash	28,006 sf
<i>Lot Area Subtotal</i>			<i>28,006 sf</i>
<i>Vacation Area</i>			<i>1,412 sf</i>
<i>Total Gross Area</i>			<i>29,418 sf</i>
<i>Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed December 2023.</i>			

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (also referred to as “US-101”). The Hollywood Freeway generally runs in a north-south direction approximately 1.5 miles to the west and south of the Project Site. Local street access is provided by the grid roadway system surrounding the Project Site. Vermont Avenue, which borders the Project Site to the west, is a two-way street providing two travel lanes in each direction and is classified as a “Modified Avenue II” in the City’s Mobility Plan along the Project Site frontage, but changes to an “Avenue I” south of Hollywood Boulevard. Hollywood Boulevard, which borders the Project Site to the southwest, is a two-way street providing two travel lanes in each direction and is classified as an “Avenue I” in the City’s Mobility Plan. Prospect Avenue, which borders the Project Site to the north, currently provides one travel lane in each direction and is classified as a “Local Street” in the City’s Mobility Plan. Street parking is provided along Prospect Avenue with restrictions.

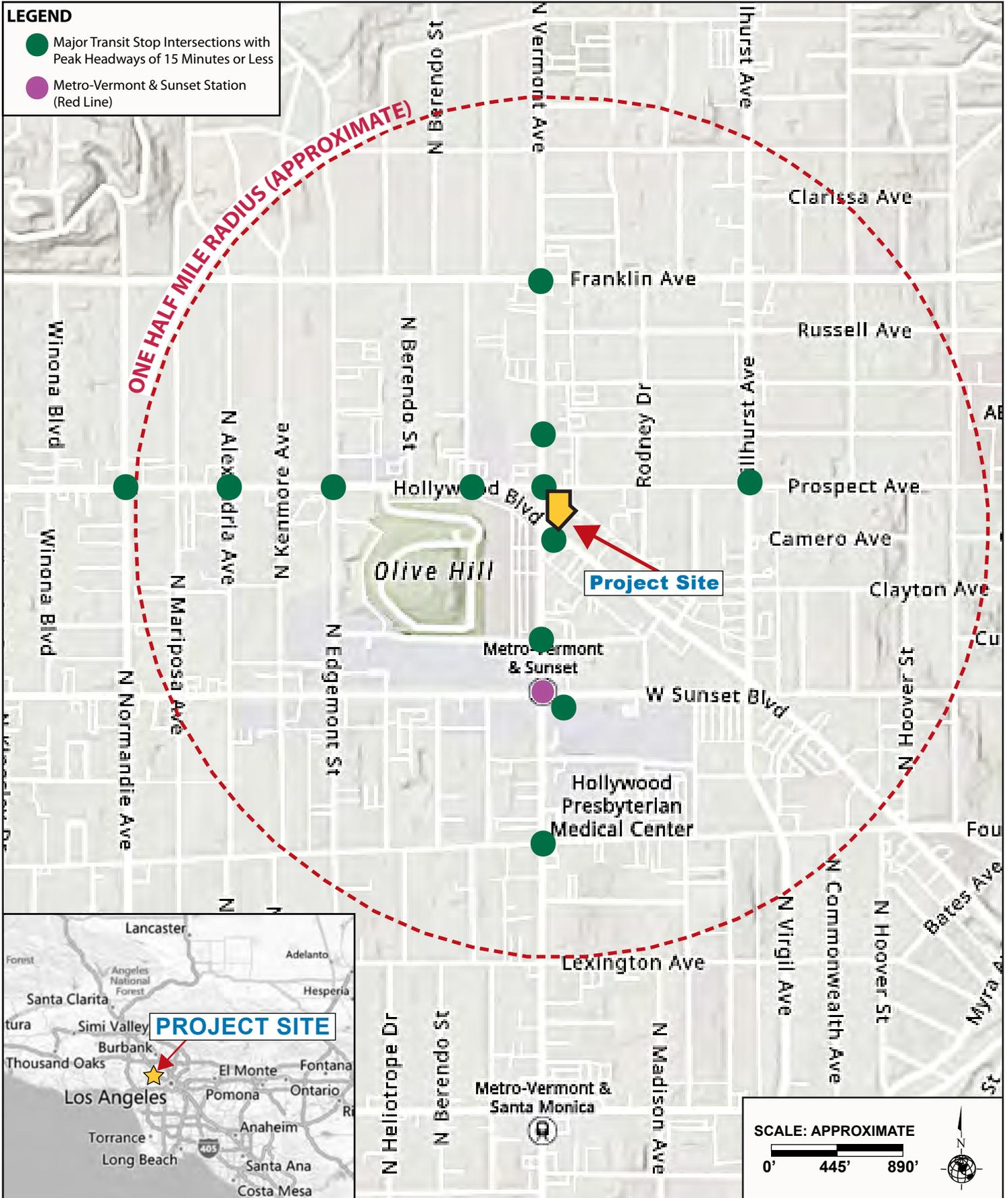


Figure 1
Project Location Map



TITLE: VERMONT AVENUE (POR/O EASTERLY SIDE) FROM PROSPECT AVENUE TO HOLLYWOOD BOULEVARD

WORK ORDER NO. VAC- E1401364
 COUNCIL FILE NO. _____
 COUNCIL DIST. 4 DIV. INDEX 350
 ENG. DIST. CENTRAL T.G. 594-A4
 DISTRICT MAP 147B197

DEPT. OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 CITY OF LOS ANGELES

Source: City of Los Angeles, Department of Public Works, Bureau of Engineering.

Figure 2
 Vacation of Public Right of Way

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” Public Resources Code Section 21064.3 defines “Major Transit Stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Public Resources Code Section 21061.3 defines an “Infill Site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

The Project Site is an infill site within a Transit Priority Area as defined by California Environmental Quality Act (CEQA).² The Los Angeles Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate multiple bus lines with multiple bus stops within walking distance from the Project Site. In the vicinity of the Project Site, bus stops are primarily located along Vermont Avenue and Hollywood Boulevard. Bus lines that operate in the Project Site area include, but are not limited to, Metro 180/181, Metro 204, Metro 206, LADOT DASH – Hollywood, and LADOT DASH Observatory/Los Feliz Route, and regional/commuter lines (Metro RapidBus 754 and Metro RapidBus 780).

Additionally, the closest Metro Station to the Project Site is the Vermont / Sunset Metro Station, located within 0.25 mile (walking distance) from the Project Site. The Vermont / Sunset Metro Station is serviced by the Metro B Line. The Metro B Line provides service between the community of North Hollywood and Union Station in downtown Los Angeles. The Metro B Line provides access to other subway lines that connect to other parts of the City and to the greater Los Angeles metropolitan area.

The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Hollywood area.

2. Existing Conditions

2.1 Zoning and Land Use Designations

Figure 3, Zoning and General Plan Land Use Designations, shows the existing and proposed zonings and land use designations on the Project Site and in the surrounding area. The Hollywood Community Plan designates the entirety of the Project Site for Highway Oriented

² *Public Resources Code Sections 21061.3 And 21099. See Also City Of Los Angeles, Department Of City Planning, City Of Los Angeles Zoning Information And Map Access System (ZIMAS), Parcel Profile Report, Website: [Www.Zimas.Lacity.Org](http://www.zimas.lacity.org), Accessed December 2023.*

Commercial land uses corresponding to the C2 Zone. The entirety of the Project Site is zoned C2-1D, thus, the zoning of the Project Site is consistent with the existing land use designation. The Project Site is located in Height District No. 1, which does not limit building height for the C2 zone but generally limits floor area to an FAR of 1.5:1. The “D” limitation indicates that the Project Site is governed by the Vermont/Western Transit Oriented District Specific Plan, which supersedes the FAR limitation in the LAMC, allowing the maximum FAR of 3:1. The Project Site is also located within a Transit Priority Area (ZI-2452) and the Los Angeles State Enterprise Zone (ZI-2374).

2.1.1 Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan area of the City of Los Angeles. The Community Plan is “intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet the existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible.”³

2.1.2 Vermont/Western Transit Oriented District Specific Plan (“SNAP”)

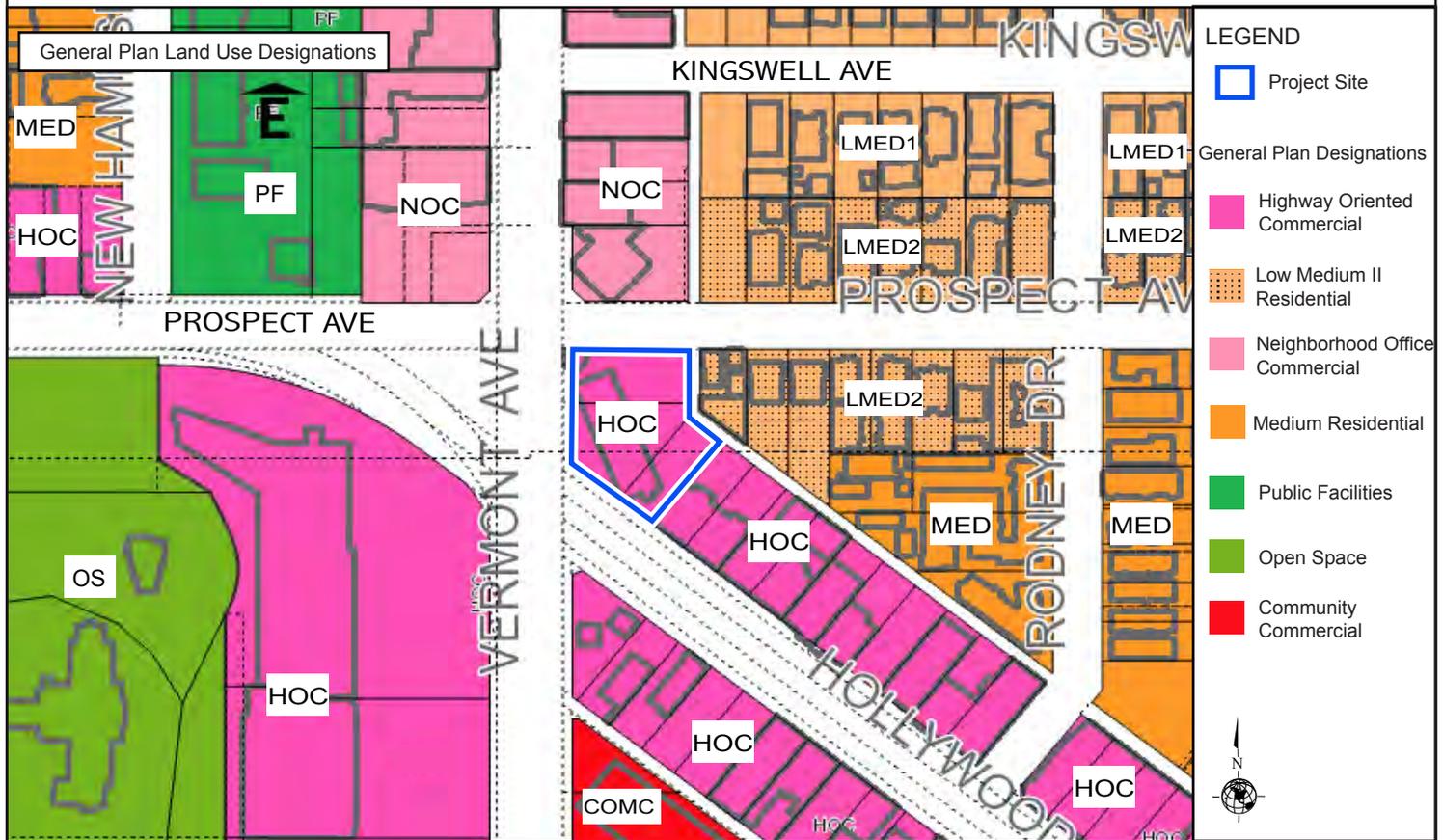
As stated above, the Project Site is located in the Vermont/Western Transit Oriented District Specific Plan (“SNAP”)⁴ area (Ordinance No. 173,749), which became effective March 1, 2001. (See Figure 4, Vermont/Western Transit Oriented District Specific Plan Map, below). As shown in Figure 4, the Project Site is located in Subarea C: Community Center in the Specific Plan. The Community Center subarea is located along major commercial corridors. The SNAP allows a maximum height of 75 feet and a maximum FAR of 3:1 for development in Subarea C. Wherever the SNAP contains provisions that conflict with the provisions of the LAMC, the SNAP’s provisions shall prevail and supersede the LAMC.

2.1.3 Transit-Oriented Communities Affordable Housing Incentive Area

The Project Site is also located in a Tier 4 area of the City’s Transit-Oriented Communities Affordable Housing Incentive Area. The Proposed Project would adhere to the City’s Transit-Oriented Communities Affordable Housing Incentive Program Guidelines (“TOC Guidelines”), effective September 22, 2017, and revised February 26, 2018. The TOC Guidelines permit increased residential density as well as increased height, FAR, and other deviations from the planning and zoning regulations of the LAMC as well as the SNAP, provided that a development contains a requisite amount of deed-restricted affordable housing.

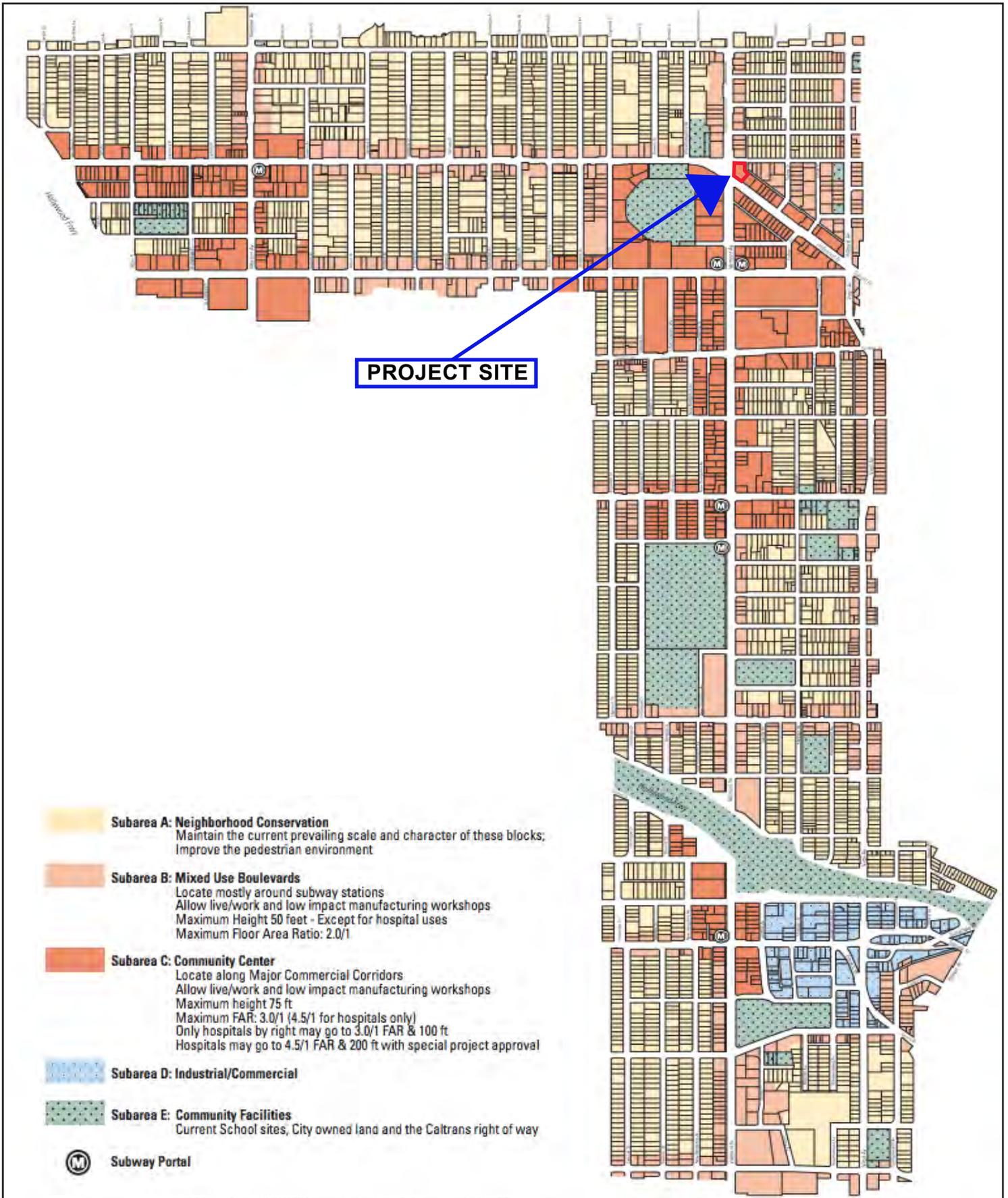
³ City Of Los Angeles Department Of City Planning, *Hollywood Community Plan (Pg. HO-1)*.

⁴ *The Vermont/Western Transit Oriented District Specific Plan Is Also Known As The Station Neighborhood Area Plan Or “SNAP.” These Terms Can Be Used Interchangeably And Refer To The Same Set Of Guidelines.*



Source: ZIMAS, City of Los Angeles, Department of City Planning, 2019.

Figure 3
Zoning and General Plan Land Use Designations



Source: City of Los Angeles, Department of City Planning, Vermont/Western Transit Oriented District Specific Plan, Subarea C, Map No. 1, January 23, 2001.

Figure 4
 Vermont/Western Transit Oriented District Specific Plan Map
 Subarea C: Community Center

2.2 Existing Site Conditions

Figure 5, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 6, Photographs of the Project Site.

The Project Site is currently developed with two existing single-story commercial buildings including a car wash totaling 8,000 square feet, a restaurant totaling 300 square feet, and an associated surface parking lot. There are two vehicle driveways located along the south side of Prospect Avenue that provide access to the Project Site. The Project Site contains ornamental landscaping and vegetation along N. Vermont Avenue and Hollywood Boulevard. There are four non-protected street trees adjacent to the Project Site on the public right-of-way and no trees on the Project Site. None of the street trees are protected trees species as defined under the City's Protected Tree Ordinance (LAMC Section 17.02), and are not proposed to be removed. However, the Proposed Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. This environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings.

3. Surrounding Land Uses

As shown in Figure 3, the Project Site is in a commercially and residentially zoned area, and properties surrounding the Project Site are zoned C2-1D with a General Plan land use designation of Highway Oriented Commercial, RD1.5-1XL with a General Plan land use designation of Low Medium II Residential, C4-1D zone with a General Plan land use designation of Neighborhood Office Commercial, or (Q)C2-1 with a General Plan land use designation of Highway Oriented Commercial. The properties surrounding the Project Site include a mix of commercial uses (including retail, restaurants and banks), multi-family residential, and surface parking lots. These land uses range in height from one- to two-stories above grade. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 7. Below is a description of the existing conditions in the surrounding area.

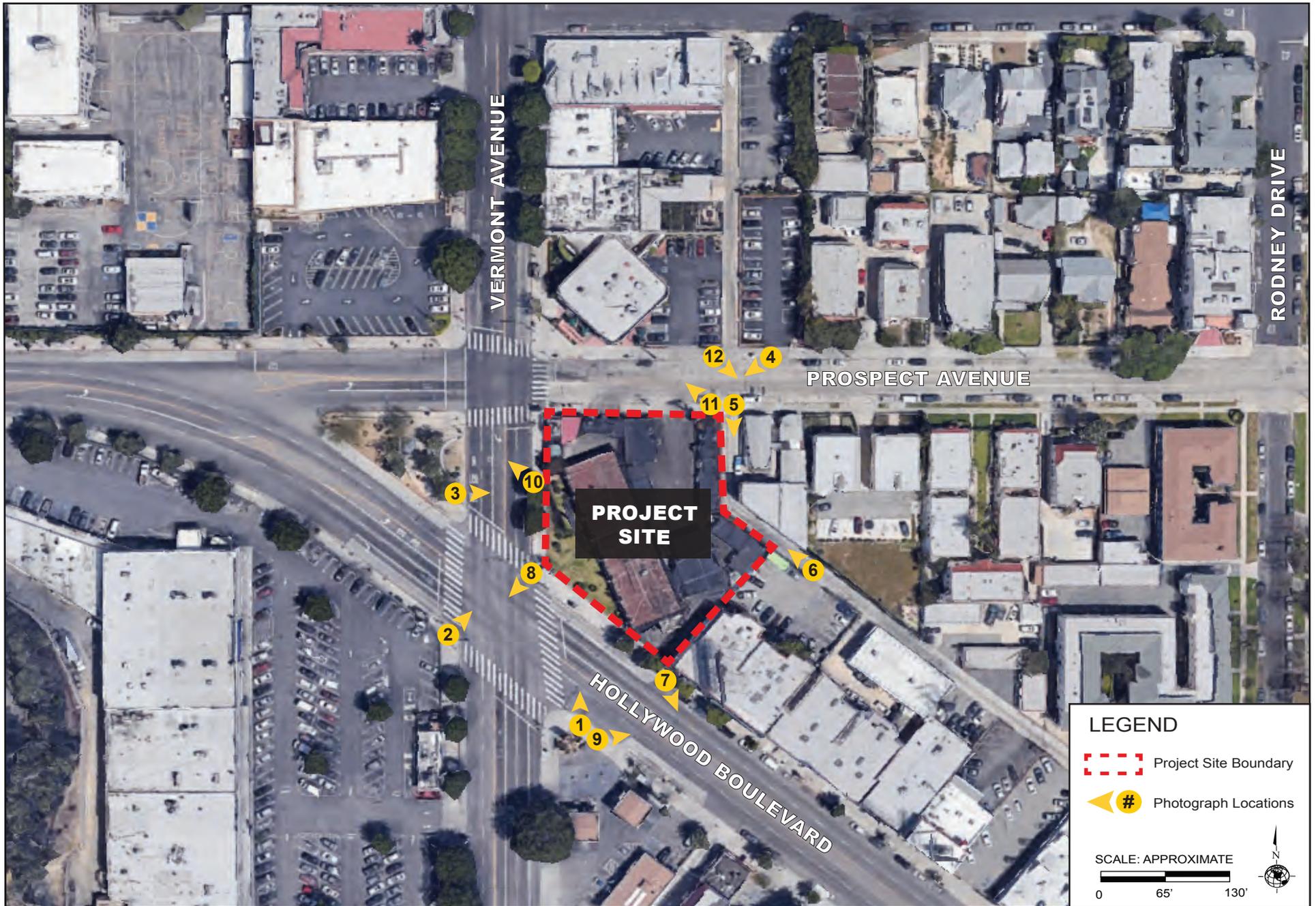
North: Prospect Avenue abuts the Project Site to the north. Across Prospect Avenue is a one-story commercial building consisting of a Starbucks and a US Bank, with an associated surface parking lot. Further north and northwest, along Vermont Avenue, is a commercial corridor that contains a variety of retail, restaurant, and commercial land uses. These properties are zoned C4-1D with a General Plan land use designation of Neighborhood Office Commercial. Properties to the northeast of the Project Site, across Prospect Avenue, include multi-family residential buildings, which are zoned RD1.5-1XL with a General Plan land use designation of Low Medium II Residential. Refer to Figure 7, View 11.

West: The intersection of N. Vermont Avenue and Hollywood Boulevard abuts the Project Site to the west. The Barnsdall Square Shopping Center is located across the intersection of N. Vermont Avenue and Hollywood Boulevard. This property is a single-story commercial plaza including retail and restaurant land uses, a grocery store, and surface

parking fronting N. Vermont Avenue and Hollywood Boulevard. This commercial plaza is zoned C2-1D, P-1, and (Q)C2-1 with a General Plan land use designation of Highway Oriented Commercial. Refer to Figure 7, View 8.

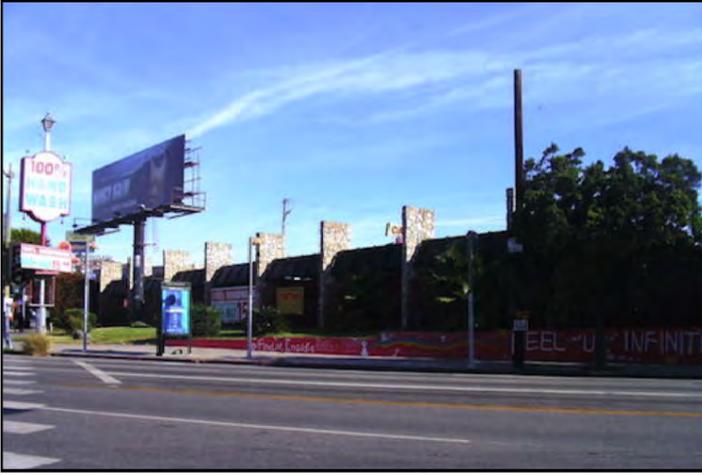
East: An approximate 15-foot public alley abuts the Project Site to the east. The alley extends southeast from Prospect Avenue to Rodney Drive. Refer to Figure 6, Views 5 and 6. Further east, past the alley, are multi-family residential buildings. These residential buildings are zoned RD1.5-1XL with a General Plan land use designation of Low Medium II Residential. Refer to Figure 7, View 12.

South: Abutting the Project Site to the south is Hollywood Boulevard and a two-story commercial building and associated surface parking lot. Further south, along Hollywood Boulevard, is a commercial corridor that contains a variety of retail, restaurant, institutional land uses, and surface parking lots. These properties are zoned C2-1D and C2-1, and have a General Plan land use designation of Highway Oriented Commercial. Refer to Figure 7, View 9.



Source: Google Earth, Aerial View, 2019.

Figure 5
Aerial Photograph of the Project Site and Surrounding Land Uses



View 1: On the southeast corner of Hollywood Blvd and N. Vermont Ave, looking north at the Project Site.



View 2: On the southwest corner of Hollywood Blvd and N. Vermont Ave, looking northeast at the Project Site.



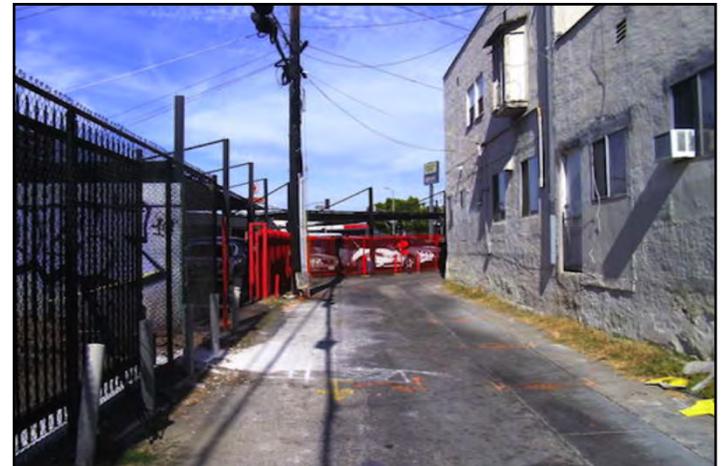
View 3: On the west side of Vermont Ave, in the pocket park, looking east at the Project Site.



View 4: On the north side of Prospect Ave, adjacent to the alleyway, looking southwest at the Project Site.



View 5: On the south side of Prospect Ave, looking south at the eastern border of the Project Site and public alleyway.



View 6: In the alleyway adjacent to the southeast corner of the Project Site, looking northwest at the Project Site.

Source: Parker Environmental Consultants, October 16, 2019.

Figure 6
Photographs of the Project Site
Views 1-6



View 7: On the north side of Hollywood Blvd, looking southeast at the commercial properties south and south-east of the Project Site.



View 8: On the northeast corner of Hollywood Blvd and N. Vermont Ave, looking southwest at the commercial properties southwest of the Project Site.



View 9: On the southeast corner of Hollywood Blvd and N. Vermont Ave, looking east at the commercial properties southeast of the Project Site.



View 10: On the east side of N. Vermont Ave, looking northwest at the commercial properties northwest of the Project Site.



View 11: On the south side of Prospect Ave, adjacent to the alleyway, looking northwest at the commercial properties north of the Project Site.



View 12: On the north side of Prospect Ave, looking southeast at the residential properties east of the Project Site, adjacent to the alleyway.

Source: Parker Environmental Consultants, October 16, 2019.

Figure 7
Photographs of the Surrounding Land Uses
Views 7-12

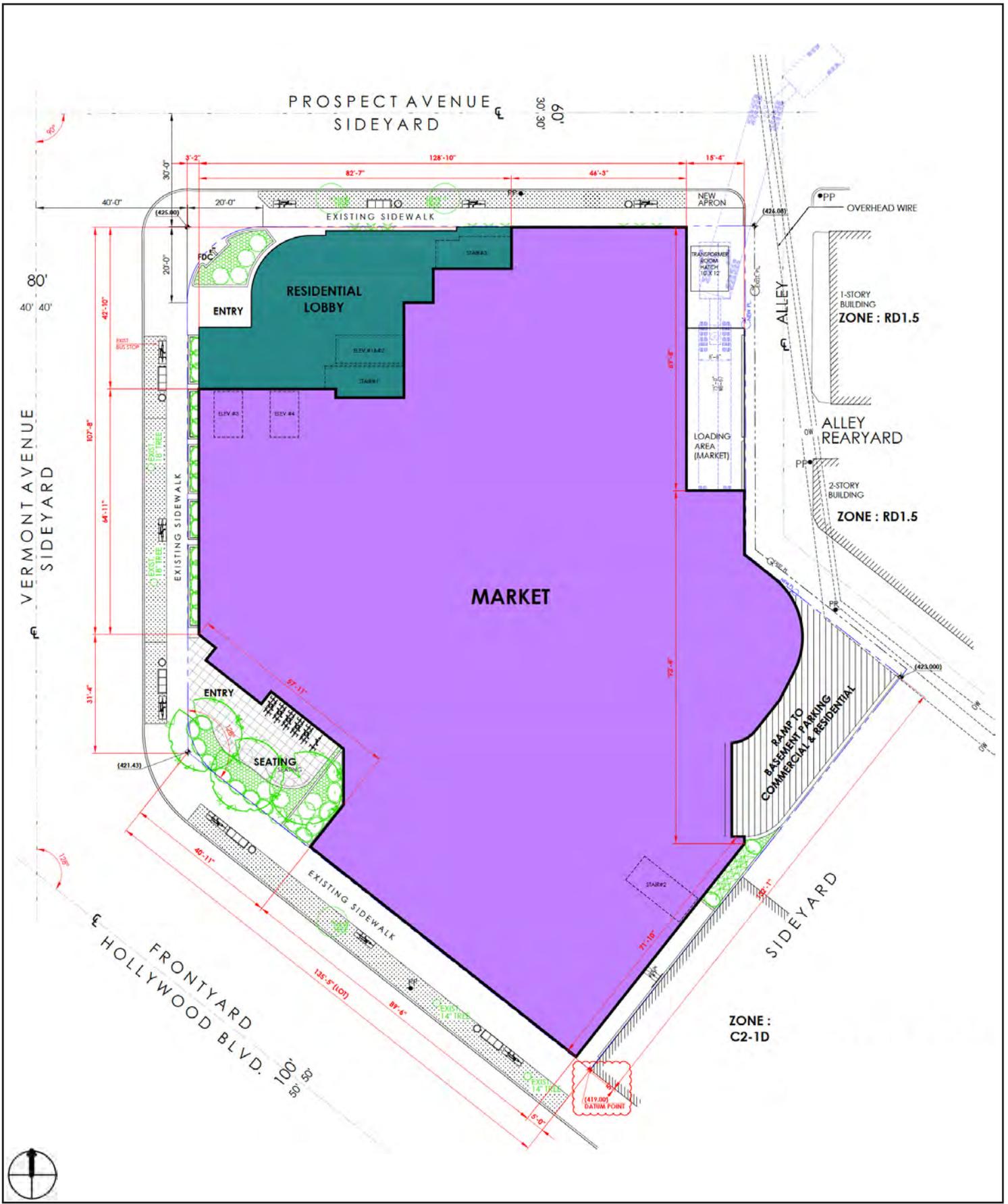
C. Description of Project

1. Project Overview

The Project Site is currently developed with two existing single-story commercial structures including a car wash totaling 8,000 square feet, a restaurant totaling 300 square feet, and an associated surface parking lot. Hollywood 26 Real Estate LLC and Vermont 26 Real Estate, LLC (the “Applicants”) propose demolition of two existing commercial structures and surface parking lot for the construction, use, and maintenance of a seven-story mixed-used residential and commercial building with a total of 139 multi-family residential units and up to 20,240 square feet of commercial space at the ground level (“Proposed Project”). The Proposed Project would include 59 studio units, 61 one-bedroom units, and 19 two-bedroom units, 12 percent (17 units) of which would be reserved as On-Site Restricted Affordable Units: 16 units would be reserved at the Extremely Low Income level and one unit would be reserved at the Moderate Income level. The Proposed Project has a total combined floor area of 126,770 square feet, consisting of 106,530 square feet of residential floor area and 20,240 square feet of ground-floor commercial space, resulting in a floor area ratio of 4.31:1. Three levels of subterranean parking would be provided in a subterranean parking garage underneath the mixed-use building. A total of 145 vehicle parking spaces would be provided: 104 residential parking spaces would be provided within three subterranean parking levels and a total of 41 commercial parking spaces would be provided within one subterranean parking level. The Proposed Project would provide a total of 130 bicycle parking spaces. The Proposed Project would include 11,070 square feet of open space (including 7,170 square feet of common open space and 3,900 square feet of private open space). A summary of the Proposed Project is provided in Table 1.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 8, Site Plan – Residential and Figure 9, Site Plan - Commercial. The floor plans are illustrated in Figures 10 through 17.

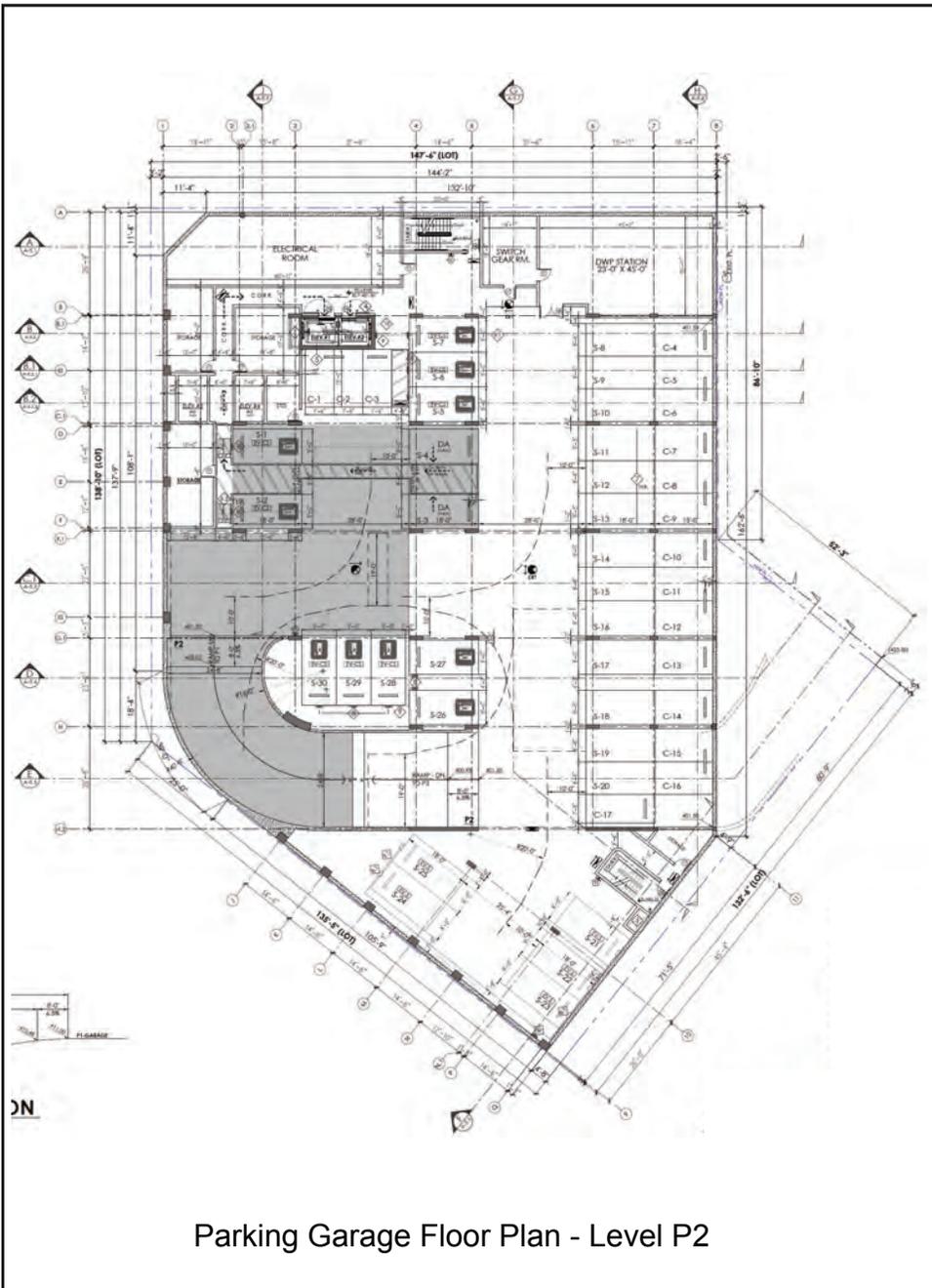
**Table 1.2
Proposed Development Program**

Land Uses	Quantity (dwelling unit)	Proposed Floor Area (square feet)
Residential		
Studio	59	106,530 sf ^a
One-bedroom	61	
Two-bedroom	19	
Commercial		
Market	--	20,240 sf
TOTAL:	139 du	126,770 sf ^b (4.31:1 FAR)
<p><i>Notes:</i></p> <p>^a Residential floor area includes common areas, interior lobby and recreational amenity areas, and interior spaces within the proposed dwelling units.</p> <p>^b Pursuant to the definition of the term “floor area” in LAMC Section 12.03, structured parking areas are excluded from the floor area calculations for purposes of calculating floor area ratio (FAR). The Proposed Project includes three levels below grade and on the ground floor that is not counted towards the FAR.</p> <p>Source: Safai Architects, October 12, 2023.</p>		

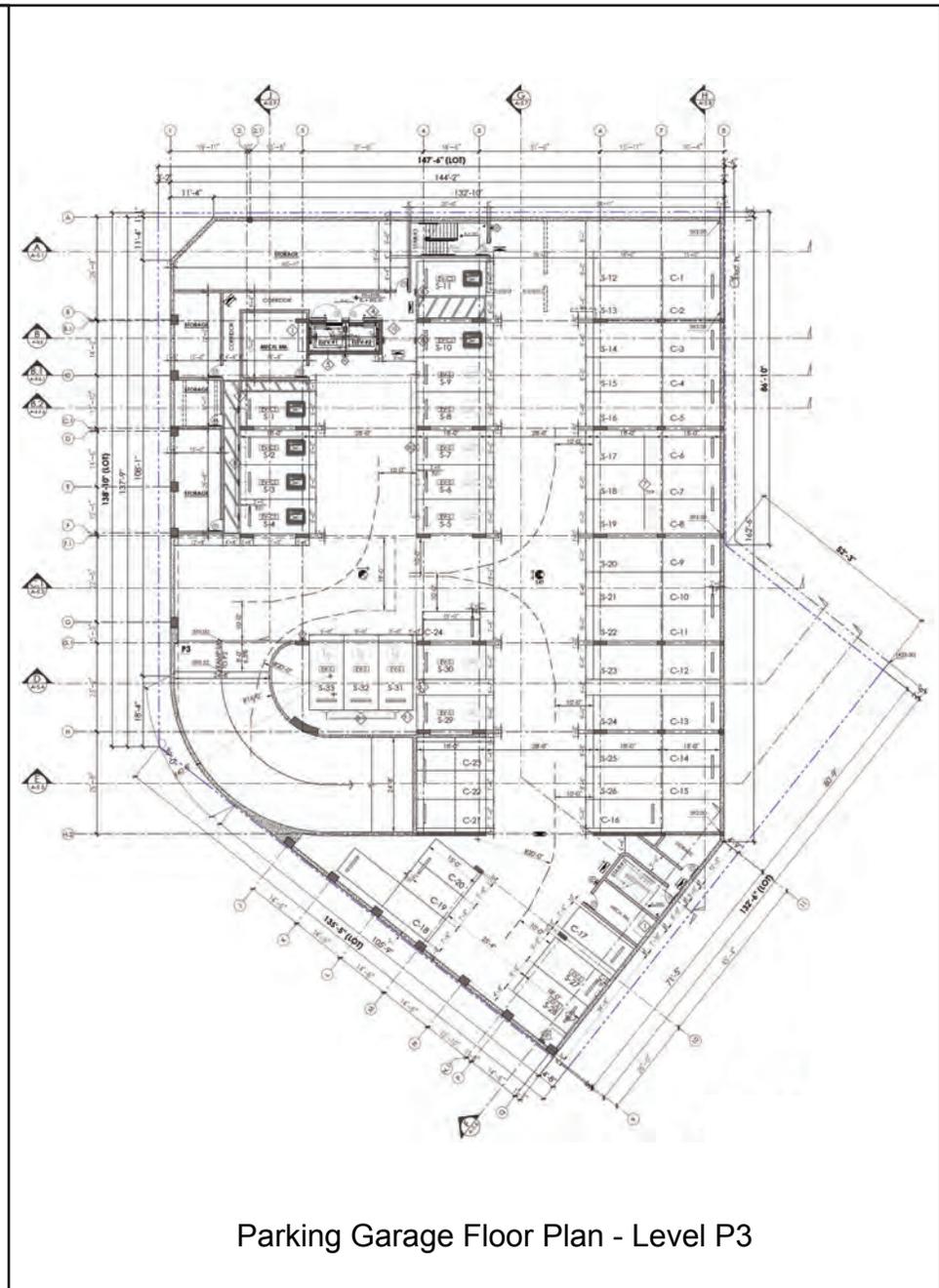


Source: Safai Architects, October 12, 2023.

Figure 9
Site Plan - Commercial



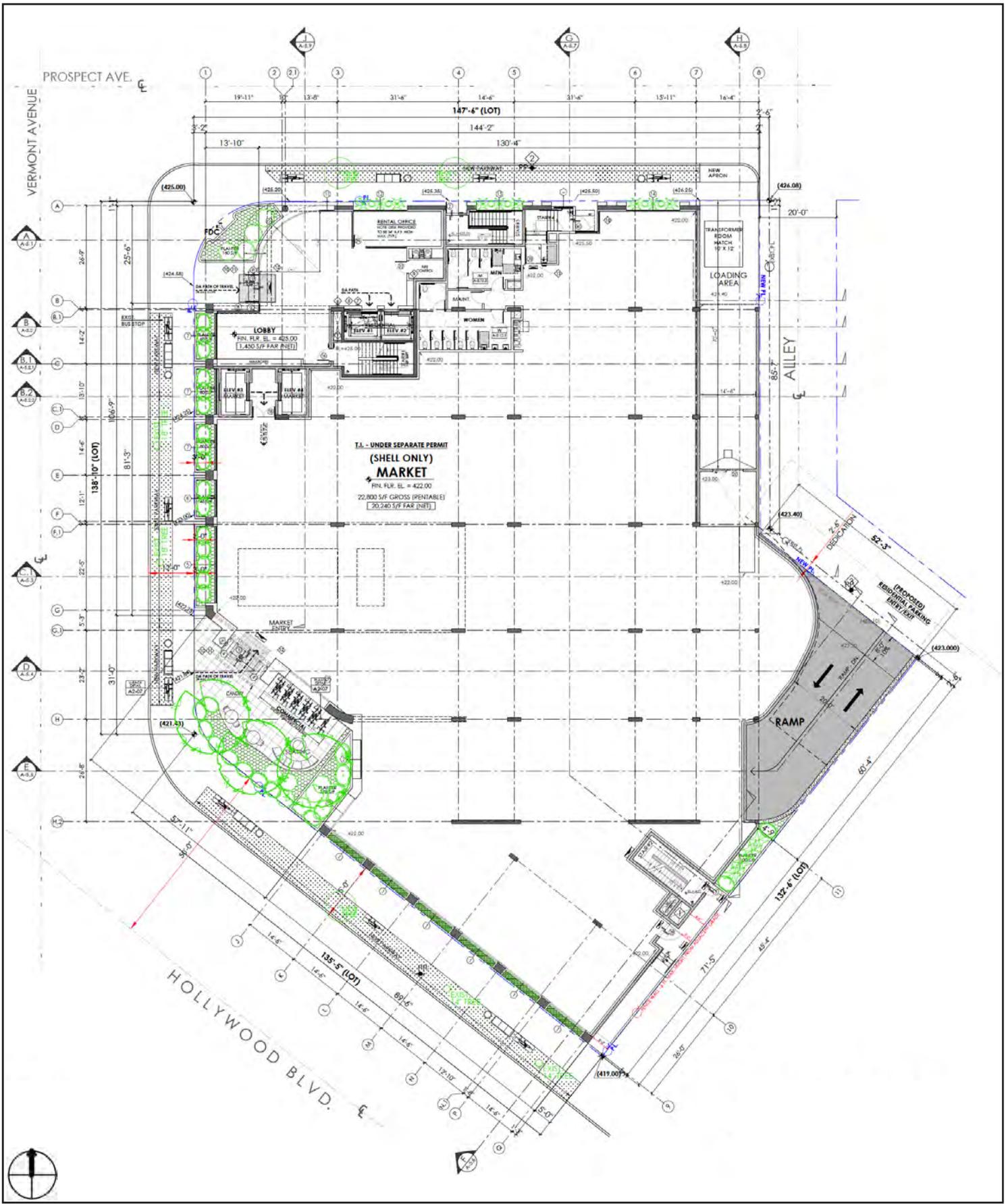
Parking Garage Floor Plan - Level P2



Parking Garage Floor Plan - Level P3

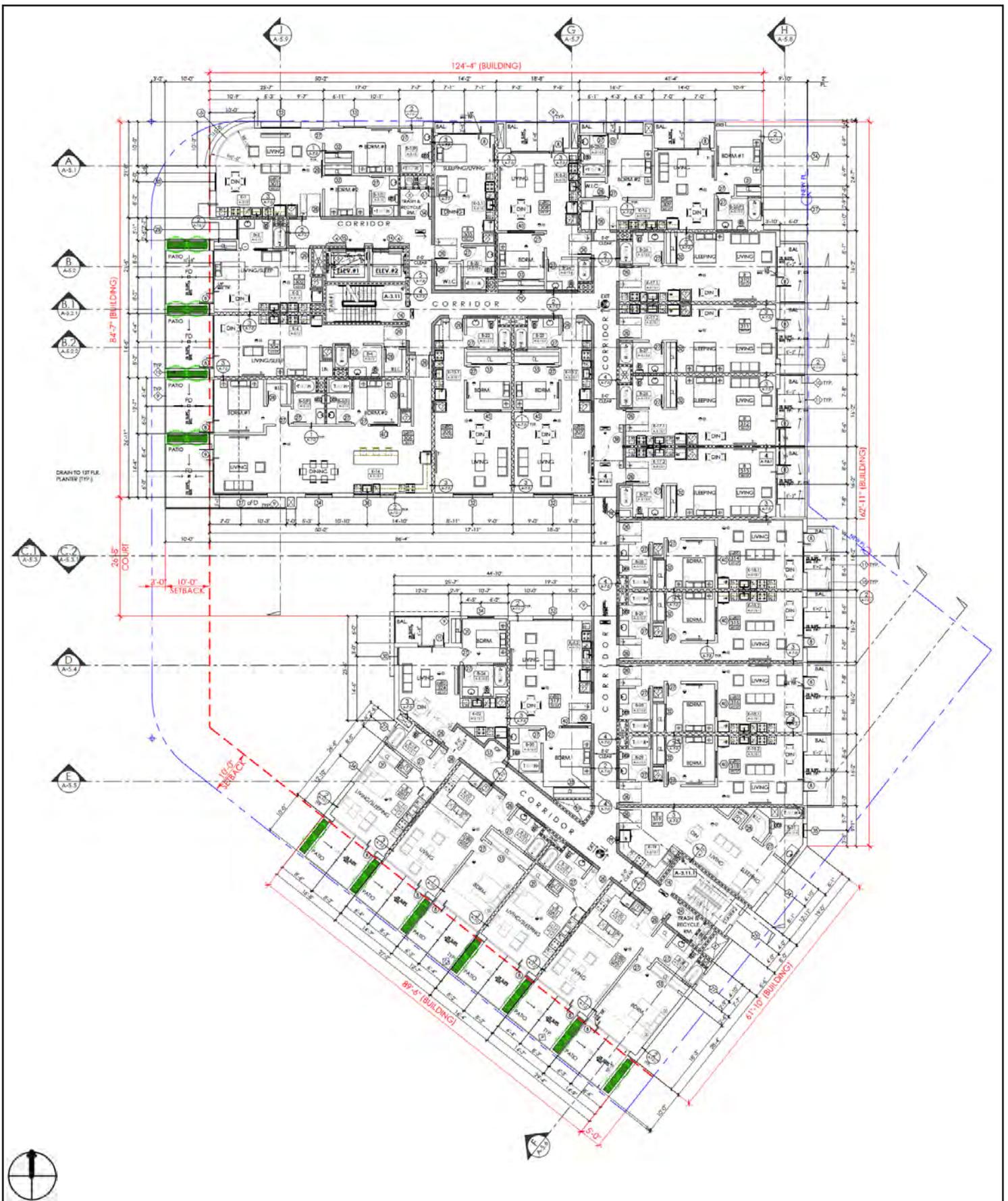
Source: Safai Architects, Inc., October 12, 2023.

Figure 10
Parking Garage Floor Plans Level P2 and P3



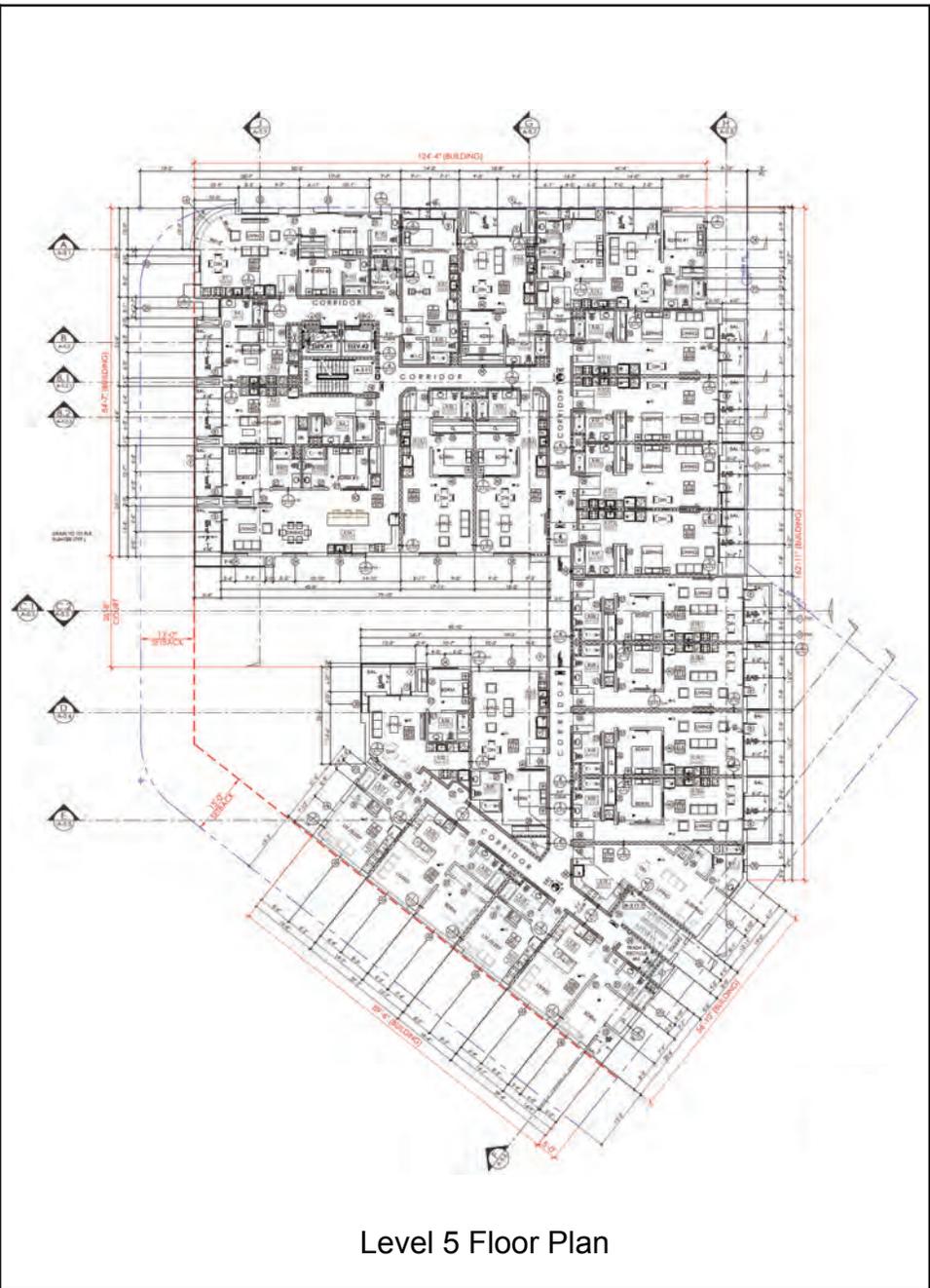
Source: Safai Architects, October 12, 2023.

Figure 12
1st Floor Plan



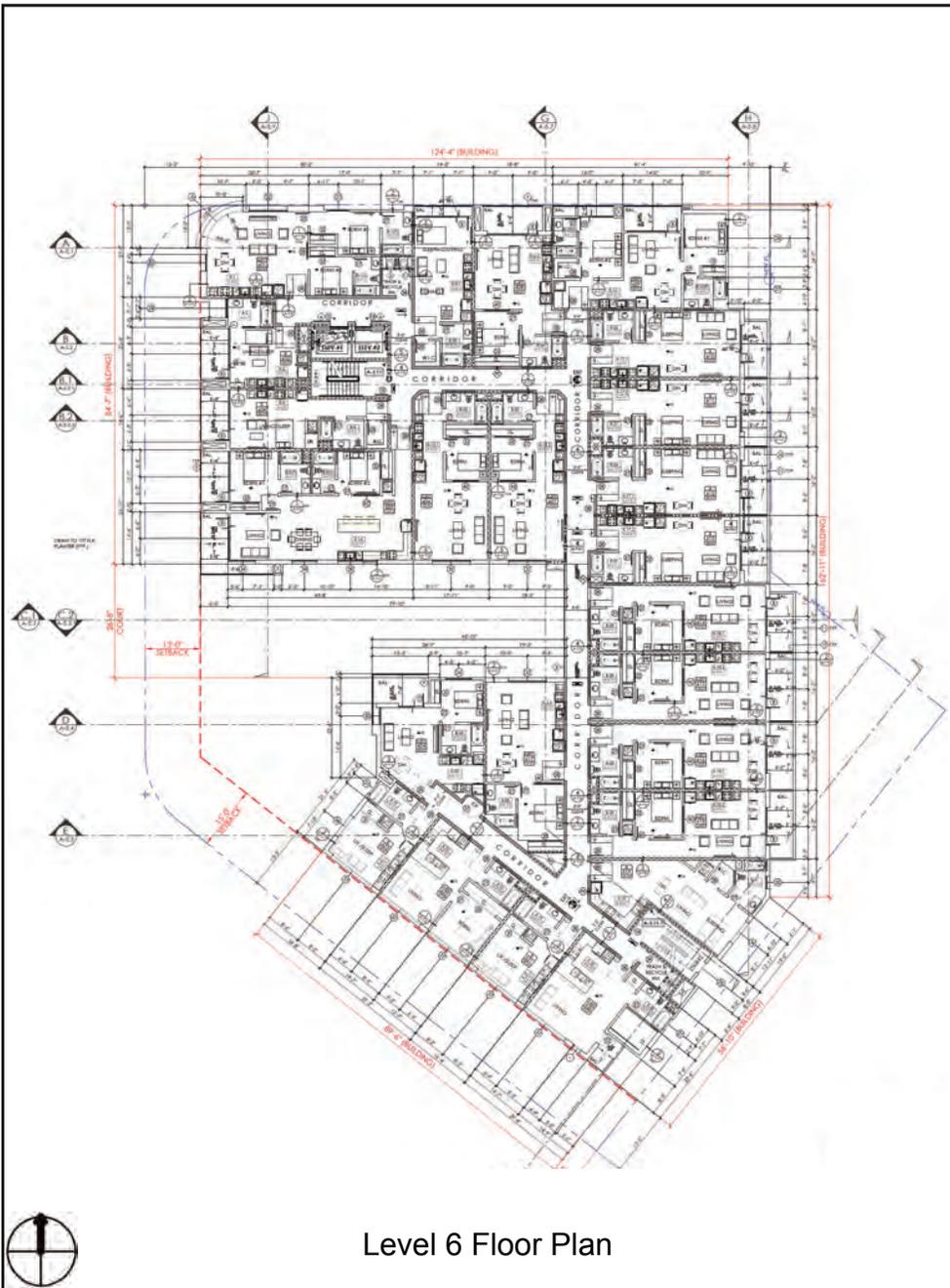
Source: Safai Architects, October 12, 2023.

Figure 14
3rd Floor Plan



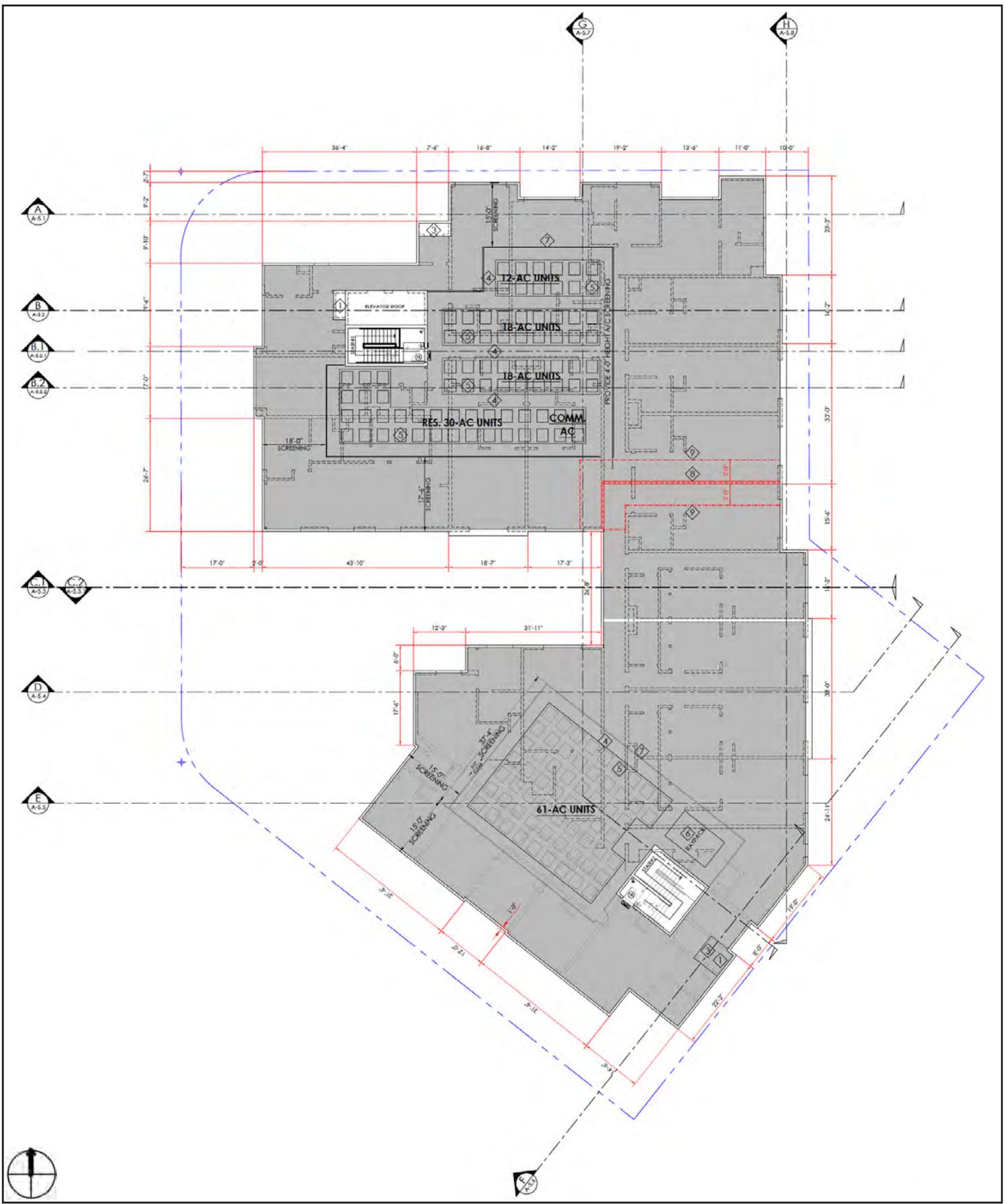
Source: Safai Architects, Inc., October 12, 2023.

Figure 15
Level 4 and Level 5 Floor Plans



Source: Safai Architects, Inc., October 12, 2023.

Figure 16
Level 6 and Level 7 Floor Plans



Source: Safai Architects, October 12, 2023.

Figure 17
Roof Level Floor Plan

Residential Uses

As shown in Table 1.2, above, the Proposed Project would include up to 139 residential units. The unit mix would include 59 studio units, 61 one-bedroom units, 19 two-bedroom units. Twelve percent (17 units) of the total number of units would be reserved as affordable units: 16 units at the “Extremely Low Income” level and one unit at the “Moderate Income” level. The proposed building would include a residential lobby located on the ground floor. Additional residential amenity space would be located on the second floor and the roof deck of the seven-story structure. The residential floor area totals approximately 106,530 square feet.

Commercial Uses

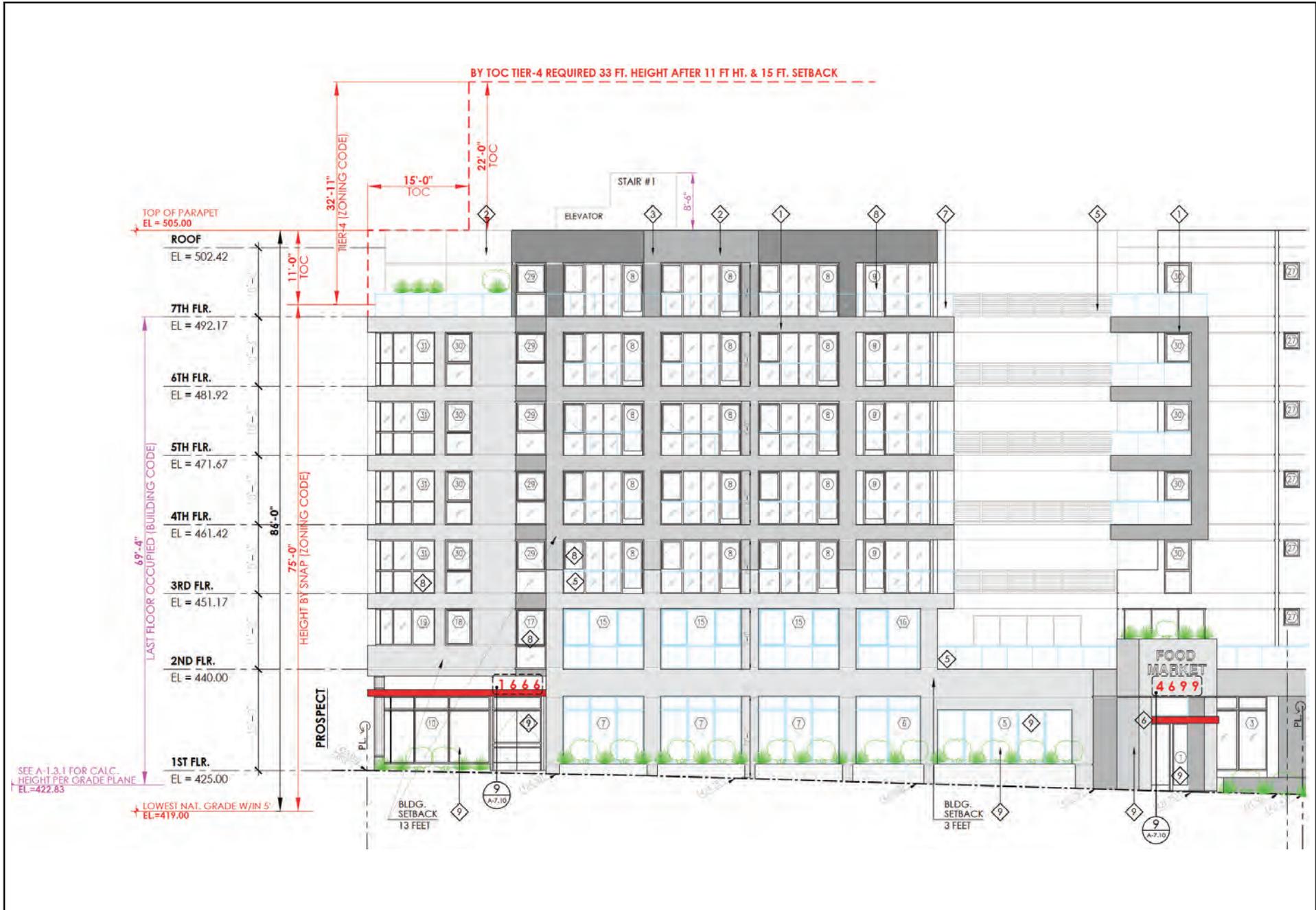
As shown in Table 1.2, above, the Proposed Project would include up to 20,240 square feet of commercial uses. The commercial uses will be located on the ground floor of the proposed building.

2. Floor Area

The Project Site includes a lot area of 28,006 square feet, with approximately 1,412 square feet of vacation area, resulting in 29,418 square feet of buildable lot area. The Project Site is located in Height District No. 1, which does not limit building height for the C2 zone but generally limits floor area to an FAR of 1.5:1. However the “D” limitation clarifies that the Project Site is governed by the Vermont/Western Transit Oriented District Specific Plan, which supersedes the FAR limitation in the LAMC. Pursuant to the SNAP, the maximum FAR for a mixed-use project shall not exceed 3:1. Commercial uses in a mixed-use project shall be limited to a maximum FAR of 1.5. The Project Site consists of 29,418 square feet of buildable lot area, allowing for 88,255 square feet of floor area pursuant to the SNAP. The Applicants are requesting a Base Incentive under the TOC Guidelines to permit a 45 percent increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3:1 to 4.35:1. The Proposed Project would include 126,770 square feet of floor area with an approximate FAR of 4.31:1.

3. Building Height

The Project Site is located in Height District No. 1, which does not limit building height for the C2 zone. Pursuant to the SNAP, the maximum height of any building for a mixed-use project shall not exceed 75 feet. The Applicants are requesting an Additional Incentive under the TOC Guidelines to permit a height increase of up to 33 feet in height, allowing a maximum height of 108 feet above grade. With approval of the height incentive per the TOC Guidelines, the proposed building height would be 86 feet above grade at the top of the parapet. Illustrations depicting the building sections of the Proposed Project are provided in Figures 18 through 22.



Source: Safai Architects, October 12, 2023.

Figure 18
West Elevation - Vermont Street



Source: Safai Architects, October 12, 2023.

Figure 19
Southwest Elevation - Hollywood Boulevard



Source: Safai Architects, October 12, 2023.

Figure 20
North Elevation - Prospect Avenue

Building Stepbacks

Pursuant to the SNAP Development Standards and Design Guidelines, no portion of any structure located in Subarea C shall exceed more than 30 feet with 15 feet of the front property line. All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The Proposed Project has frontage on both Vermont Avenue and Hollywood Boulevard and is therefore required to provide stepbacks along Vermont Avenue and Hollywood Boulevard.

4. Setbacks

Pursuant to Section 9.H of the SNAP, no front, side, or back yard shall be required for the development of any commercial or residential project on any lot within Subarea C. Therefore, the Proposed Project would adhere to the setback limitations of the SNAP.

5. Density

Pursuant to the LAMC Section 12.14.C, portions of buildings erected and used for residential purposes shall conform to the density requirements of the R4 Zone. Pursuant to LAMC Section 12.22.C.16, the area of one-half of the alley may be included for purposes of calculating density. As such, residential uses on the Project Site are limited to one dwelling unit per 400 square feet, or approximately 77⁵ dwelling units for the Project Site based on an area of 30,412 square feet (29,418 square feet of lot area plus 994 square feet of one-half the alleyway). The Applicants are requesting a Base Incentive under the TOC Guidelines to permit an 80 percent increase in the allowable density from an allowable base density of 77 units to 139 units. The Proposed Project would provide 139 dwelling units, which is consistent with on-site density requirements pursuant to the LAMC and TOC Guidelines.

6. Design and Architecture

The Proposed Project consists of the construction of a seven-story mixed-use residential and commercial building. The Proposed Project will incorporate subtle design improvements such as windows, lighting, and landscaping to activate the street frontage. The Proposed Project would be designed with modern architectural materials, such as smooth stucco, metal panels, and fiberglass.

7. Open Space and Landscaping

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 1.3, Summary of Required and Proposed Open Space Areas, below. Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units) and 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units). As such, the total amount of open space required by

⁵ Pursuant To Section V.2(A) Of The Transit Oriented Communities Guidelines Any Numbers Regarding Parking, Number Of Units (Including Base Density), Number Of Affordable Units, Or Number Of Replacement Housing Units That Result In A Fraction Shall Be Rounded Up To The Next Whole Number.

the LAMC is approximately 14,375 square feet. The Applicants are requesting an Additional Incentive under the TOC Guidelines to permit a 25 percent decrease in required open space. As such, the Proposed Project would be required to provide 10,781 square feet of open space. The Proposed Project would provide 11,070 square feet of open space, which includes 7,170 square feet of common open space distributed among a gym, club room, two courtyards, sky lounge, and 3,900 square feet of private open space balconies. Figure 23 illustrates the landscape and open space areas for the Proposed Project.

As part of the open space requirements, the residential component of the Proposed Project requires planting trees at a rate of one tree for every four dwelling units for a total of 35 required trees. Thirty-five (35) trees are proposed on-site, which is consistent with LAMC requirements.

**Table 1.3
Summary of Required and Proposed Open Space Areas**

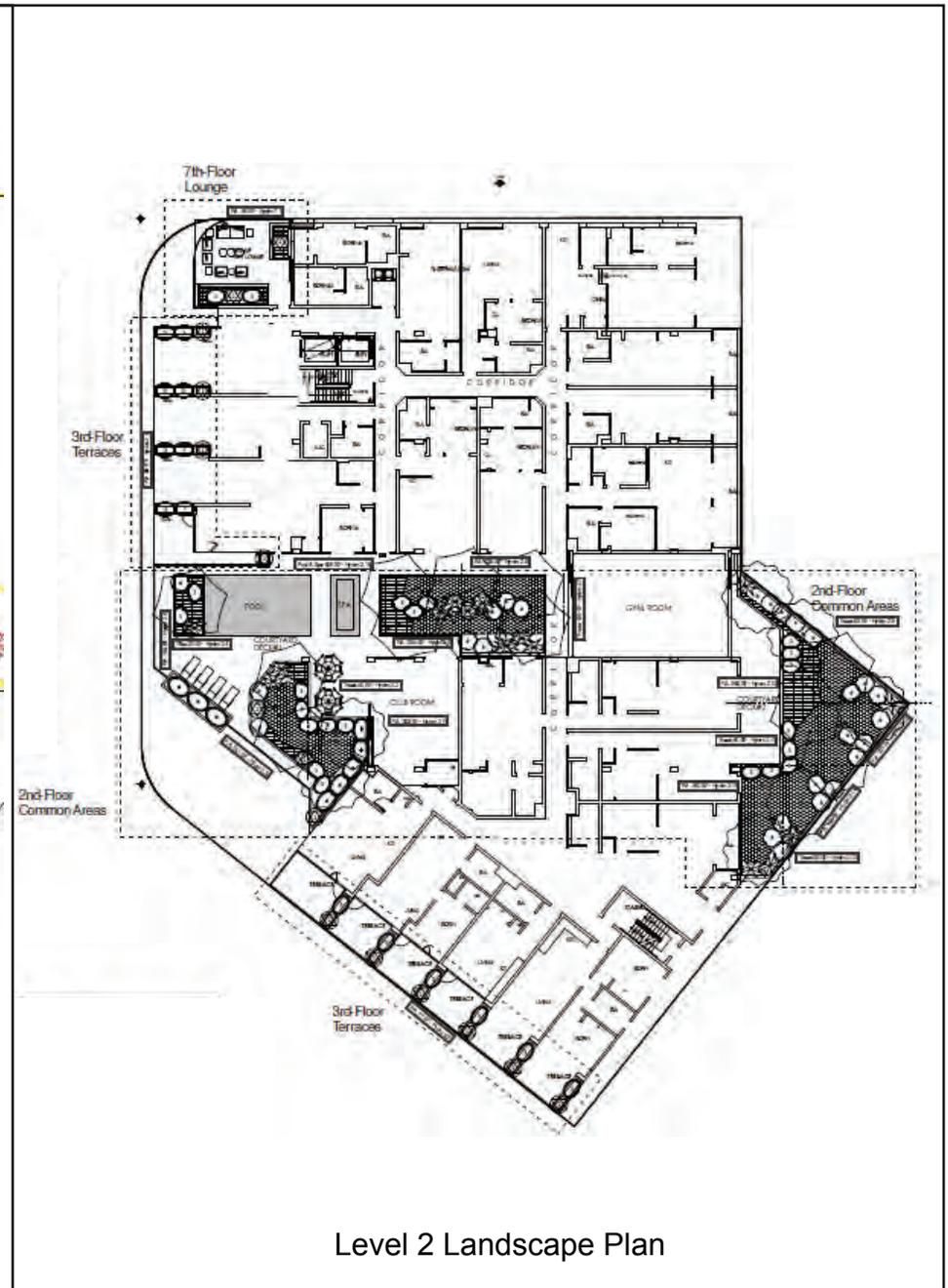
LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du) ^a	120	12,000
Equal to 3 Habitable Rooms (125 sf/du) ^b	19	2,375
Subtotal:		14,375
<i>Reduction allowed per TOC Guidelines (25%): ^c</i>		<i>(3,594)</i>
TOTAL:		10,781 sf
Proposed Open Space	Open Space (square feet)	
Courtyard #1	3,420	
Courtyard #2	1,250	
Sky Lounge	860	
2 nd Floor Gym	1,040	
Club Room	600	
Private Balconies	3,900	
TOTAL:		11,070 sf
<i>Notes: sf = square feet</i>		
<i>^a Includes studio and one-bedroom units.</i>		
<i>^b Includes two-bedroom units.</i>		
<i>^c As an additional incentive pursuant to the TOC Guidelines for Tier 4, the Proposed Project would be requesting a 25% decrease in required open space.</i>		
<i>Source: Safai Architects, October 12, 2023.</i>		

8. Access, Circulation, and Parking

Parking for the Proposed Project would be provided in a three-level subterranean parking garage for residents and commercial parking spaces. Vehicular access to the subterranean level parking structure would be provided via one full-access driveway along the west side of the public alley.



Level 1 Landscape Plan



Level 2 Landscape Plan

Source: Harmony Gardens Inc., August 30, 2021

Figure 23
Level 1 and Level 2 Landscape Plans

Vehicle Parking

The Proposed Project meets all of the criteria of a Transit Oriented Infill Project pursuant to SB 743. SB 743, now codified as law under Public Resources Code 21099 provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, the Proposed Project’s parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099. The following discussion is therefore provided for zoning consistency purposes only.

Parking for the Proposed Project’s new mixed-use residential and commercial building would be provided in three levels of subterranean parking enclosed within the mixed-use building. One full access driveway off of the west side of the public alley would provide access to the subterranean level residential and commercial parking.

The SNAP sets a minimum and maximum requirement for residential parking stalls provided, as well as a guest parking requirement, which reads as the following:

- **Minimum Standards:** The minimum number of parking spaces required shall be provided at the following ratios: at least one (1) parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half (1 ½) parking spaces for each dwelling unit having three or more habitable rooms, in addition to at least one quarter (¼) parking space for each dwelling unit as guest parking.
- **Maximum Standards:** The maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one (1) parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half (1 ½) parking spaces for each dwelling unit having three habitable rooms, a maximum of two (2) parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half (½) parking space for each dwelling unit as guest parking.
- **Guest Parking:** Guest parking spaces for residential uses in mixed-use projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

With respect to required commercial parking, the maximum number of off-street parking spaces which may be provided shall be limited to two (2) parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot. Thus, the Proposed Project would be required to provide 41 commercial parking spaces.

As shown in Table 1.4, below, the Proposed Project would be required to provide a maximum of 189 residential parking spaces based on the Residential Standards per the SNAP. The Applicants are requesting a Base Incentive under the TOC Guidelines to permit no required parking for residential units in a Tier 4 Eligible Housing Development. As such, the Proposed Project would not be required to provide any residential parking spaces or guest parking spaces. The Proposed Project would provide 104 residential spaces and 41 commercial parking spaces in the three-level subterranean parking garage.

**Table 1.4
Summary of Required and Proposed Vehicle Parking Spaces**

Description	Quantity	Parking Required	
		Rate	Spaces
Residential Required			
Less than Three Habitable Rooms	59 du	1 stall per unit	59
Three Habitable Rooms	61 du	1.5 stalls per unit	92
More than Three Habitable Rooms	19 du	2 stalls per units	38
Maximum SNAP Required:			189
Tier 4 TOC Base Incentive ^a	139 du	0	0
Total Required Residential Parking:			0
Commercial Required			
Market	20,240 sf	1 stall per 500 sf	41
Total Required Commercial Parking:			41
Total On-Site Parking Proposed			
			Residential
			104
			Commercial
			41
			TOTAL
			145
<i>Notes: sf = square feet; du = dwelling unit</i> ^a <i>The Proposed Project is requesting a Base Incentive under the TOC Guidelines to permit no required parking for residential units in a Tier 4 Eligible Housing Development. The incentive would also eliminate guest parking requirements per SNAP.</i> <i>Source: Safai Architects, October 12, 2023.</i>			

Bicycle Parking

The Proposed Project would provide on-site bicycle parking in bicycle storage spaces located in the first subterranean parking level. As required by Section 9.E.2 of the SNAP, one-half (½) parking space is required per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area is required, and one bicycle parking space for every additional 10,000 square feet of floor area. As shown in Table 1.5, below, the Proposed Project is required to supply 70 residential bicycle parking spaces and 11 commercial bicycle parking spaces, for a total of 81 bicycle parking spaces. Additionally, pursuant to the SNAP Development Standards and Design Guidelines Streetscape Element, projects located along Vermont Avenue or Hollywood Boulevard shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans. As such, the Proposed Project is required to provide one bicycle parking rack per 50 feet of street frontage along Vermont Avenue, Hollywood Boulevard, and Prospect Avenue. Vermont Avenue contains 140 linear feet of street frontage and would require three bicycle racks, Hollywood Boulevard contains 135 linear feet of street frontage and would require three bicycle racks, and Prospect Avenue contains 150 linear feet of street frontage and would require three bicycle racks, for a total of nine Streetscape Element required bicycle racks. The Proposed Project is required to provide a total of 81 bicycle spaces on-site and nine bicycle racks. The Project proposes to provide 130 bicycle spaces, including 121 spaces and nine bicycle racks. Thus, the Proposed Project would be consistent with the SNAP requirements for bicycle parking.

**Table 1.5
Summary of Required and Proposed Bicycle Parking Spaces**

Description	Rate	Total Spaces Required
Residential ^a		
139 units	0.5 per unit	70
Commercial ^a		
10,000 sf	1 per 1,000 sf for the first 10,000 sf	10
10,240 sf	1 per every additional 10,000 sf	1.02
<i>Subtotal Required Commercial Spaces:</i>		<i>11</i>
Total Required Bicycle Parking Spaces:		81
SNAP Streetscape Element Bicycle Racks		
Prospect Avenue	1 per 50 feet of street frontage	3
Vermont Avenue	1 per 50 feet of street frontage	2.8
Hollywood Boulevard	1 per 50 feet of street frontage	2.7
Total Required Bicycle Racks:		9
Total Bicycle Parking Spaces Required:		90
Total Bicycle Parking Spaces Proposed:		130
<i>Notes: sf = square feet</i>		
<i>^a Per SNAP Section 9.E.2</i>		
<i>Source: Safai Architects, October 12, 2023.</i>		

9. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards. On site signage would include site identity and wayfinding signs in accordance with the LAMC.

10. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The plans for the Proposed Project would incorporate design guidelines for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

11. Sustainability Features

The Proposed Project would also be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2023, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. Ten percent of the proposed parking spaces would include electric-vehicle (EV) charging stations, and 30 percent of the parking spaces would be provided as EV-ready parking stalls. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption.

12. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2025. Construction activities would include four main steps: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) architectural coatings/finishings. All construction activities would be performed in accordance with all applicable state and federal laws and City codes and policies with respect to building construction and activities. As provided in LAMC Section 41.40, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Demolition/Site Clearing Phase

This phase would include the demolition of two commercial structures. In addition, this phase may include the removal of walls, fences, and associated debris. The demolition/site preparation phase would be completed in approximately one month.

Grading/Excavation Phase

After the completion of the demolition phase, the grading phase for the Proposed Project would occur for approximately three months and would involve excavation of up to 35,950 cubic yards of soil to be hauled off-site. This phase would also involve grading to ensure the proper base and slope for the building foundations.

Building Construction Phase

The building construction phase consists of above grade structures and is expected to occur for approximately 11 months. The building construction phase includes the construction of the proposed building, connection of utilities to the buildings, building foundations, laying irrigation for landscaping, and landscaping the Project Site.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately three months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishings and paint would be applied, and windows, doors, cabinetry, and appliances would be installed.

Temporary Right-of-Way Encroachment

Construction activities may necessitate temporary lane closures on N. Vermont Avenue, Hollywood Boulevard, or Prospect Avenue adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to reduce any temporary impacts to the neighborhood and surrounding traffic. Traffic lane and right-of-way closures, including sidewalks, if required, would be properly permitted by the City agencies and would conform to City standards.

To address the impacts of traffic congestions, the Proposed Project would prepare a detailed Construction Management Plan to be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours. In accordance with City policy, pedestrian routes on N. Vermont Avenue, Hollywood Boulevard, and Prospect Avenue fronting the Project Site will be maintained and protected from the active construction site. Temporary detours would be coordinated with the City on an as needed basis.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts the hours of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Haul Route

Approximately 8,300 square feet of building floor area would be demolished, and approximately 87,595 square feet of surface parking would be removed on the Project Site. The Proposed Project is anticipated to generate approximately 1,091 tons of construction and demolition debris before source reduction and recycling efforts. As mentioned previously, the Proposed Project would involve excavation of up to 35,950 cubic yards of soil to be hauled off-site. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Azusa Land Reclamation facility. For purposes of analyzing the construction-related impacts, it is anticipated that the soil export would involve haul trucks with up to a 14 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The anticipated haul route for transporting soil to the Azusa Land Reclamation facility would travel north on N. Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the I-5 Freeway on-ramp. Inbound haul trips would exit the I-5 Freeway at Los Feliz Boulevard, proceed west on Los Feliz Boulevard to N. Vermont Avenue southbound to the Project Site.

Hauling hours are anticipated to be 7:00 AM to 4:00 PM, Monday through Friday. The haul route for the Project will be subject to final approval by the Los Angeles Department of Building and Safety. Trucks are expected to be staged on-site or in the roadway, where parking and travel lanes would be temporarily closed.

D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Proposed Project. The discretionary entitlements, reviews, permits and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

- 1) Pursuant to **LAMC Section 11.5.7.C**, a Specific Plan Project Permit Compliance Review in the SNAP.
 - a. The Applicants are also requesting permission to utilize the alternative Noise Control option discussed in the Section V.20 of the SNAP Development Standards and Design Guidelines.
- 2) Pursuant to **LAMC Section 12.22.A.31**, the Applicants request permission to utilize Base Incentives and two Additional Incentives defined by the TOC Guidelines to construct a maximum of 139 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 4 level TOC approval. This application requests the use of the following incentives:
 - a. Base Incentives, Section VI of the TOC Guidelines:
 - iii. Section VI.1.a.iv: Permitting an 80% increase in the allowable density from an allowable base density of 77 units to 139 units.
 - iv. Section VI.1.b.iv.: Permitting a 45% increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3.0:1 to 4.35:1.
 - v. Section VI.2.a.ii: Permitting no required parking for residential units in an Eligible Housing in Tier 4.
 - b. Additional Incentives, Section VII of the TOC Guidelines:
 - vi. Section VII.1.b.ii: Permitting a 25% decrease in required open space.
 - vii. Section VII.1.g.iii: Permitting a height increase up to 33 feet above the 75-foot limitation. The Applicants are requesting 11 additional feet to permit an 86-foot-tall building.
- 3) Pursuant to **LAMC Section 16.05**, the Applicants request the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units.
- 4) Pursuant to the **City of Los Angeles Charter Section 558(a)5**, the Applicants request a street vacation of approximately 1,412 square feet of area within the public right-of-way located along N. Vermont Avenue between Hollywood Boulevard and Prospect Avenue, along the western border of the Project Site.

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, demolition permits, grading and excavation permits, foundation and building permits, temporary street closure permits, haul route permit, street tree removals, and sign permits.

2.0 Evaluation of Class 32 Criteria

Every discretionary action requires environmental review pursuant to CEQA. However, the CEQA Guidelines (Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment, known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required. The Class 32 “Infill” Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain criteria. The class consists of infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects. As supported by the information presented herein, the Proposed Project falls under the Class 32 Exemption.

A Class 32 Exemption applies to a project characterized as in-fill development meeting the conditions described below:

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

As presented herein, the Proposed Project qualifies for a Class 32 Infill Development Project under the CEQA (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387). The Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Section 15332, respectively, and none of the exceptions section set forth in CEQA Guidelines Section 15300.2 apply. Therefore, no further environmental analysis is warranted.

A. Supporting Analysis for a Class 32 Categorical Exemption

Consistent with the State CEQA Guidelines and the Department of City Planning’s policies for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

a) The Proposed Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations adopted for the purpose of avoiding mitigating an environmental effect. Plan inconsistencies in and of themselves are not a significant impact on the environment under CEQA. CEQA recognizes only direct physical changes or reasonably foreseeable indirect physical changes in the environment.⁶ As such, the analysis below only addresses those policies that have the potential to result in physical impacts to the environment.

The Project Site is subject to the zoning codes and design regulations of the Los Angeles Municipal Code (LAMC). The Project Site is also located within the Vermont/Western Transit Oriented District Specific Plan area, the East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project area, and the Los Angeles State Enterprise Zone (the Employment and Economic Incentive Program Area). The Project Site is also designated as a Transit Priority Area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA and is located in a Tier 4 Transit-Oriented Communities ("TOC") Affordable Housing Incentive Area, all of which are intended to guide local land use decisions and development patterns.

Transit Priority Area (SB 743)

As previously described in the Project Description section above, the Project Site is designated as a Transit Priority Area, set forth by SB 743, and is located within ½-mile of numerous bus lines with headways of 15 minutes or less during AM and PM peak hours. As such, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts and is eligible for parking reductions and other incentives offered for transit oriented district projects.

Zoning Designations and Regulations

Development within the City is guided by the City of Los Angeles Planning and Zoning Code (LAMC, Chapter 1, Articles 1-9), which governs land use through specific development and design standards (i.e., allowable uses, density, building height, building setbacks, etc.) for individual properties. The Project Site is also located in the Vermont/Western Transit Oriented District Specific Plan ("SNAP" or "Specific Plan") area (Ordinance No. 173,749), which became effective March 1, 2001, and amended August 5, 2020 (Ordinance 186,735). The SNAP serves several purposes to improve the quality of life, development, economy, and circulation within the Specific Plan area. The regulations of the SNAP are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided. Wherever the Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses,

⁶ See *Guidelines Section 15064(D)-(E)*.

parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of the LAMC.⁷

As discussed below, the SNAP supersedes some development requirements of the LAMC. The following paragraphs discuss the requirements for the Project Site that are limited by the SNAP and the LAMC.

Land Use

The Project Site is zoned C2-1D with a General Plan land use designation of Highway Oriented Commercial. Residential uses permitted in the R4 Zone by Section 12.11 of the LAMC and commercial uses permitted in C4 Commercial Zone of Section 12.16 of the LAMC are permitted in Subarea Section C (Community Center) of the SNAP. The Proposed Project would construct a seven-story residential and commercial mixed-use development. Mixed-use developments that include residential and commercial uses are permitted by the SNAP. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC and SNAP.

Floor Area Ratio

The Project Site is located in Height District No. 1, which does not limit building height for the C2 zone but generally limits floor area to an FAR of 1.5:1. However the “D” limitation clarifies that the Project Site is governed by the Vermont/Western Transit Oriented District Specific Plan, which supersedes the FAR limitation in the LAMC. Pursuant to the SNAP, the maximum FAR for a mixed-use project shall not exceed 3:1. Commercial uses in a mixed-use project shall be limited to a maximum FAR of 1.5. The Project Site consists of 29,418 square feet of buildable lot area, allowing for 88,255 square feet of floor area pursuant to the SNAP. The Applicants are requesting a Base Incentive under the TOC Guidelines to permit a 45 percent increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3:1 to 4.35:1. The Proposed Project would include a total of 126,770 square feet of floor area with an approximate FAR of 4.31:1. Therefore, with approval of its discretionary requests, the Proposed Project would comply with the FAR provisions allowed by the SNAP and TOC Guidelines.

Density

Pursuant to the LAMC Section 12.14.C, portions of buildings erected and used for residential purposes shall conform to the density requirements of the R4 Zone. Pursuant to LAMC Section 12.22.C.16, the area of one-half of the alley may be included for purposes of calculating density. As such, residential uses on the Project Site are limited to one dwelling unit per 400 square feet, or approximately 77 dwelling units for the Project Site based on a lot area of 30,412 square feet (29,418 square feet of lot area plus 994 square feet of one-half the alleyway). The Applicants are requesting a Base Incentive under the TOC Guidelines to permit an 80 percent increase in the allowable density from an allowable base density of 77 units to 139 units. The Proposed Project

⁷ *City Of Los Angeles, Vermont/Western Transit Oriented District Specific Plan, Ordinance No. 173,749, March 1, 2001, Website: <https://Planning.Lacity.Org/Odocument/8f138536-Bd70-4eaf-Bfff-0c021bb72d48/Vermontwesterntod.Pdf>, Accessed October 2023.*

would provide 139 dwelling units, which is consistent with on-site density requirements pursuant to the LAMC and TOC Guidelines.

Height

As stated previously, the Project Site is located in Height District No. 1, which does not limit building height for the C2 zone. Pursuant to the SNAP, the maximum height of any building for a mixed-use project shall not exceed 75 feet. The Applicants are requesting an Additional Incentive under the TOC Guidelines to permit a height increase of up to 33 feet in overall height allowing up to 108 feet above grade. With approval of the height incentive per the TOC Guidelines, the proposed building height would be 86 feet above grade at the top of the roof level. As such, with approval of the discretionary requests, the Proposed Project would be consistent with the height provisions of the SNAP and TOC Guidelines.

Stepbacks

Pursuant to the SNAP Development Standards and Design Guidelines, no portion of any structure located in Subarea C shall exceed more than 30 feet with 15 feet of the front property line. All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The Proposed Project has frontage on both Vermont Avenue and Hollywood Boulevard and is therefore required to provide stepbacks along Vermont Avenue and Hollywood Boulevard. The Proposed Project is required a minimum stepback volume of 128,056 cubic feet along Hollywood Boulevard and a minimum stepback volume of 133,889 cubic feet along Vermont Avenue. The Proposed Project would provide a stepback volume of 170,746 cubic feet along Hollywood Boulevard and a stepback volume of 498,050 cubic feet along Vermont Avenue. Therefore, the Proposed Project would be consistent with the stepback requirements of the SNAP.

Setbacks

Pursuant to Pursuant to Section 9.H of the SNAP, no front, side or back yard shall be required for the development of any commercial or residential project on any lot within Subarea C. Therefore, the Proposed Project would adhere to the setback limitations of the SNAP.

Vehicle Parking

As discussed previously, the Proposed Project meets all of the criteria of a Transit Oriented Infill Project pursuant to SB 743. SB 743, now codified as law under Public resources Code 21099 provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, the Proposed Project’s parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099. The following discussion is therefore provided for zoning consistency purposes only.

Parking for the Proposed Project’s new mixed-use residential and commercial building would be provided in three levels of subterranean parking and at-grade parking enclosed within the mixed-

use building. One full access driveway off of the west side of the public alley would provide access to the subterranean level residential parking.

The SNAP sets a minimum and maximum requirement for residential parking stalls provided, as well as a guest parking requirement, which reads as the following:

- **Minimum Standards:** The minimum number of parking spaces required shall be provided at the following ratios: at least one (1) parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half (1 ½) parking spaces for each dwelling unit having three or more habitable rooms, in addition to at least one quarter (¼) parking space for each dwelling unit as guest parking.
- **Maximum Standards:** The maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one (1) parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half (1 ½) parking spaces for each dwelling unit having three habitable rooms, a maximum of two (2) parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half (½) parking space for each dwelling unit as guest parking.
- **Guest Parking:** Guest parking spaces for residential uses in mixed-use projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

With respect to required commercial parking, the maximum number of off-street parking spaces which may be provided shall be limited to two (2) parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot. The Proposed Project would be required to provide a maximum of 190 residential parking spaces. The Applicants are requesting a Base Incentive under the TOC Guidelines to permit no required parking for residential units in a Tier 4 Eligible Housing Development. As such, the Proposed Project would not be required to provide any residential parking spaces, and the Proposed Project would be required to provide a minimum of 41 commercial parking spaces. The Proposed Project would provide 104 residential spaces in the three-level subterranean parking garage and 41 commercial parking spaces within the first subterranean parking level. Therefore, the Proposed Project would conform to the vehicle parking requirements in the SNAP and TOC Guidelines.

Bicycle Parking

The Proposed Project would provide on-site bicycle parking in bicycle storage spaces located in the first subterranean parking level. As required by Section 9.E.2 of the SNAP, one-half (½) parking space is required per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area is required, and one bicycle parking space for every additional 10,000 square feet of floor area. The Proposed Project is required to supply 70 residential bicycle parking spaces and 11 commercial bicycle parking spaces, for a total of 81 bicycle parking spaces. Additionally, pursuant to the SNAP Development Standards and Design Guidelines Streetscape Element, projects located along Vermont Avenue or Hollywood Boulevard shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans. As such, the Proposed Project is required to provide one bicycle rack per 50 feet of street frontage along Vermont Avenue, Hollywood Boulevard, and Prospect Avenue. Vermont Avenue contains 140 linear feet of street frontage and would require three bicycle racks; Hollywood Boulevard contains 135 linear feet of street frontage and would require three bicycle racks; and Prospect Avenue contains 150 linear feet of street frontage and

would require three bicycle racks, for a total of nine Streetscape Element required bicycle racks. The Proposed Project is required to provide a total of 81 bicycle parking spaces and nine bicycle racks. The Project proposes to provide 130 bicycle parking spaces, including 121 bicycle parking spaces and nine bicycle racks. Thus, the Proposed Project would be consistent with the SNAP requirements for bicycle parking.

Open Space

Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units) and 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units). As such, the total amount of open space required by the LAMC is approximately 14,375 square feet. The Applicants are requesting an Additional Incentive under the TOC Guidelines to permit a 25 percent decrease in required open space. As such, the Proposed Project would be required to provide 10,781 square feet of open space. The Proposed Project would provide 11,070 square feet of open space, which includes 7,170 square feet of common open space distributed among a gym, club room, two courtyards, and sky lounge and 3,900 square feet of private open space balconies. As part of the open space requirements, the residential component of the Proposed Project requires planting trees at a rate of one tree for every four dwelling units for a total of 35 required trees. Thirty-five (35) trees are proposed on-site, which is consistent with LAMC requirements. Thus, the Proposed Project would be consistent with the open space requirements of the LAMC.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area (CPA). Therefore, development activity on-site is subject to the land use regulations of the Hollywood Community Plan (Community Plan). The Community Plan provides goals and objectives to establish an official guide to the future development of the Hollywood Community. As described in the Community Plan, the purpose of the plan is to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community within the larger framework of the City. The Proposed Project, which would provide a mixed use multi-family residential and commercial development in an underutilized Project Site, would conform to the objectives identified in the Community Plan.

The Proposed Project would provide a maximum of 139 dwelling units (consisting of 59 studio units, 61 one-bedroom units, and 19 two-bedroom units) and approximately 20,240 square feet of ground-floor commercial uses. The Proposed Project would provide a total of 145 automobile parking spaces and 130 bicycle spaces. The Proposed Project would provide a variety of on-site amenities, which may include but is not limited to, a fitness center, swimming pool/spa, courtyard areas, lounge, and roof deck. A detailed analysis of the consistency of the Proposed Project with the applicable goals and policies of the Hollywood Community Plan is presented in Table 2.1, below.

**Table 2.1
Project Consistency Analysis with Applicable Goals and Policies of the
Hollywood Community Plan for Residential and Commercial Land Uses**

Goal / Policy	Project Consistency Analysis
Residential	
<p>Goal LU1: Complete, livable and quality residential neighborhoods that provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood.</p>	<p>No Conflict. The Proposed Project is consistent with the zoning and General Plan land use designation on the Project Site and corresponds with overall City development goals. The Proposed Project would be consistent with the applicable design policies within the Hollywood Community Plan Area. Along with the Hollywood Community Plan, the Proposed Project is located within the Vermont/Western Station Neighborhood Specific Plan area and a Transit Priority Area. The Proposed Project addresses the City's housing goals of increasing and diversifying the City's housing stock and providing increased housing opportunities. The Proposed Project's residential dwelling units would be available to all persons without discrimination. Development of the Proposed Project would further be guided by the LAMC.</p> <p>Additionally, the Proposed Project would provide adequate open space, vehicle parking, and bicycle parking. The Proposed Project would incorporate safety features such as nighttime security lighting, a closed-circuit security camera system, and well-lit secure parking facilities that would support this goal by providing a safe, secure, and high-quality residential development in the Hollywood community. The Proposed Project is consistent with the requirements for development within a Transit Priority Area. The Project Site's location supports the Community Plan's goal of developing Hollywood as a major center for population, employment, retail services, and entertainment by providing a multi-family residential and commercial mixed-use building. As such, the Proposed Project would not conflict with this goal.</p>
<p>Policy LU1.1 Neighborhood Character. Maintain the distinguishing characteristics of Hollywood's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development.</p>	<p>No Conflict. The Proposed Project would construct a mixed-use multi-family residential and commercial building on a site currently developed with two commercial buildings. The Proposed Project would develop the Project Site in a manner that would be visually compatible with the surrounding residential uses and provide neighborhood-serving commercial uses. The Proposed Project would also be developed to comply with the design standards and guidelines of the SNAP. Therefore, the Proposed Project would enhance the character of the surrounding residential and commercial area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU1.2 Adequate housing and services. Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.</p>	<p>No Conflict. The Proposed Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at range of market and affordable rates. The Proposed Project would increase the housing choices available in the City of Los Angeles. The Project Site would also front the commercial corridors of Vermont Avenue and Hollywood Boulevard, which provides a variety of commercial uses and services to future residents and employees. As discussed in more detail below, the Proposed Project would be adequately served by schools and parks. Furthermore, the Proposed Project</p>

	would provide open space for its residents and guests. Thus, the Proposed Project would not conflict with this policy.
Policy LU1.3 Neighborhood transitions. Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another.	No Conflict. The Proposed Project is located in a commercial zone. Since the Proposed Project is a mixed-use development, it would provide a smooth transition between the commercial land uses fronting Vermont Avenue and Hollywood Boulevard and the residential land uses fronting Prospect Avenue. The Proposed Project would be guided by the SNAP, which sets standards for transitional height and stepbacks in order to improve development within the Specific Plan area. Thus, the Proposed Project would not conflict with this policy.
Goal LU4: Multi-family residential neighborhoods that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish Hollywood neighborhoods.	No Conflict. The Proposed Project would develop the Project Site in a manner that would be visually compatible with the surrounding residential neighborhood and provide neighborhood-serving commercial uses to future and existing residents. The Proposed Project would be designed in accordance with LAFD and LAPD requirements to ensure safety and security on-site and in the surrounding areas. Furthermore, the Proposed Project would provide open space for its residents and guests. Therefore, the Proposed Project would enhance the character of the surrounding residential and commercial area. Thus, the Proposed Project would not conflict with this goal.
Policy LU4.1 Context-sensitive housing. Encourage multi-family housing development within neighborhoods designated for higher density multi-family residential.	No Conflict. The Proposed Project includes a seven-story mixed use multi-family residential and ground-floor commercial land uses in a C2 zone. The Proposed Project would increase the housing stock in Hollywood area by providing centrally located studios, one- and two-bedroom residential dwelling units. In addition, 17 proposed residential units would be reserved at the “extremely low income” and “moderate income” levels. With approval of the TOC Guidelines incentives, the Proposed Project would be allowed the density proposed in a C2 zone. Thus, the Proposed Project would not conflict with this policy.
Policy LU4.3 Compatibility with adjacent development. Seek a high degree of architectural compatibility, parking design configuration, and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods.	No Conflict. The Proposed Project involves a mixed-use multi-family residential and commercial development in an area characterized by residential, commercial, retail, and entertainment land uses. The Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP in a manner that would be visually compatible with the surrounding residential uses. The Proposed Project would provide landscaping and enclosed parking. Thus, the Proposed Project would not conflict with this policy.
Policy LU4.4 Design guidelines. Recommend that new multi-family residential development be designed in accordance with the adopted citywide residential design guidelines and provide amenities such as on-site open space, recreational, and community-serving facilities.	No Conflict. As mentioned above, the Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP in a manner that would be visually compatible with the surrounding residential uses. The Proposed Project would also provide open space in a gym, club room, two courtyards, sky lounge, and private balconies with amenities to serve its residents and guests. Additionally, the Proposed Project would include neighborhood-serving commercial space to serve its existing and future residents. Thus, the Proposed Project would not conflict with this policy.
Goal LU5: Multi-family residential neighborhoods that provide a range of	No Conflict. As mentioned previously, the Proposed Project would increase the housing stock in Hollywood area by

<p>housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.</p>	<p>providing centrally located studios, one-bedroom, and two-bedroom residential dwelling units. In addition, of the proposed residential units, 17 units would be reserved as affordable housing units. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Therefore, the Proposed Project would ensure that housing opportunities are accessible to all residents with a variety of price points. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Policy LU5.1 Individual choice and affordability. Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations.</p>	<p>No Conflict. As mentioned above, of the 139 proposed residential units, 17 units would be reserved at the “extremely low income” and “moderate income” levels. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU5.3 Housing for families. Promote family-friendly projects that include more bedrooms suitable for larger families.</p>	<p>No Conflict. The Proposed Project would include studios, one-bedroom, and two-bedroom residential dwelling units, which would be suitable for larger families. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU5.4 Mixed-income neighborhoods. Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over-concentration of low-income housing.</p>	<p>No Conflict. As mentioned previously, of the 139 proposed residential units, 17 units would be reserved at the “extremely low income” and “moderate income” levels. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU5.5 Affordable housing and transit. Encourage affordable housing near transit.</p>	<p>No Conflict. The Proposed Project would include 17 dwelling units that would be reserved at the “extremely low income” and “moderate income” levels. The Metro and LADOT Transit operates multiple bus lines with multiple bus stops within walking distance from the Project Site. In the vicinity of the Project Site, bus stops are primarily located along Vermont Avenue and Hollywood Boulevard. Therefore, the project Site is adequately served by nearby transit. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU5.11 Address diverse resident needs. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2040.</p>	<p>No Conflict. The Proposed Project would be consistent with the existing zone (C2-1D) on the Project Site. The Proposed Project would replace commercial development with 139 new apartments units. The Proposed Project is anticipated to result in 327 new residents. The addition of approximately 327 permanent residents would be consistent with SCAG’s population growth projections for the City of Los Angeles. As such, the proposed multi-family development would help accommodate Hollywood’s population and activities. The Proposed Project would increase the housing stock in the Hollywood area. Thus, the Proposed Project would not conflict with this policy.</p>

<p>Policy LU5.14 Minimize displacement. Decrease displacement of current residents and strive for a no net loss of covenanted affordable housing units, including those protected by the Rent Stabilization Ordinance.</p>	<p>No Conflict. The existing Project Site is developed with two commercial buildings. The Proposed Project would not displace any existing residents and would overall increase the housing stock and affordable housing units in the Hollywood area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Commercial</p>	
<p>Goal LU6: Neighborhoods with local serving businesses that provide employment opportunities, community services, and amenities, and sustain unique scale, block patterns, and cultural design elements.</p>	<p>No Conflict. The Proposed Project would provide new ground-floor commercial floor area. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities in the area. The Proposed Project would provide new businesses in the mixed-use neighborhood. The Proposed Project would foster new business and employment opportunities and potential customers, which would support this goal. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Policy LU6.2 Maintain walkability. Apply pedestrian-oriented design to new projects and encourage pedestrian first design guidelines to maintain walkable commercial neighborhoods.</p>	<p>No Conflict. The Proposed Project involves the construction of an seven-story mixed-use building, which includes multi-family residential units and commercial/retail space fronting Vermont Avenue and Hollywood Boulevard. The Proposed Project would be designed to comply with the LAMC and to promote a pedestrian-oriented environment. The Project Site is in walking distance to many services, employment opportunities, and retail spaces. Additionally, the Project Site is located in a transit-oriented area and is in close proximity to numerous bus routes and future rail routes along Vermont Avenue, Hollywood Boulevard, and Santa Monica Boulevard. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.3 Pedestrian amenities. Provide pedestrian amenities that make walking convenient, safe and practical, like benches, pedestrian paths, lighting, and street trees to activity centers. Encourage projects to incorporate such features.</p>	<p>No Conflict. The Proposed Project would implement design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. Additionally, the Proposed Project would include an enhanced pedestrian walkway by including benches and street streets along Vermont Avenue and Hollywood Boulevard. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.4 Activated ground floors. Encourage activated ground floors to support pedestrian activity along key corridors.</p>	<p>No Conflict. The Proposed Project would promote a pedestrian-oriented corridor along Vermont Avenue and Hollywood Boulevard by including landscaping, street trees, and the primary entrance to the ground-floor commercial. Additionally, the vehicle driveway would be located along the adjacent alleyway so as not to disrupt the pedestrian walkways along Vermont Avenue and Hollywood Boulevard. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.6 Neighborhood design features. Support new and infill development that evokes the distinct architectural and site design features of the neighborhood. Seek compatibility to protect the existing character and scale.</p>	<p>No Conflict. The Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP in a manner that would be visually compatible with the surrounding commercial uses. Therefore, the Proposed Project would enhance the character of the surrounding residential and commercial area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.8 Neighborhood transitions. Encourage smooth transitions in scale, form, and character by regulating the setback, stepbacks, rear elevations, and landscaping</p>	<p>No Conflict. The Proposed Project is located in a commercial zone. Since the Proposed Project is a mixed-use development, it would provide a smooth transition between the commercial land uses fronting Vermont Avenue</p>

<p>of new development adjacent to residential districts.</p>	<p>and Hollywood Boulevard and the residential land uses fronting Prospect Avenue. The Proposed Project would be guided by the SNAP, which sets standards for transitional height and setbacks in order to improve development within the Specific Plan area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.9 Neighborhood retail. Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.</p>	<p>No Conflict. The Proposed Project would provide new commercial floor area on the ground level. Pedestrian access would be provided from Vermont Avenue and Hollywood Boulevard, which are identified as commercial corridors. Therefore, the neighborhood-serving retail would be located in a high pedestrian area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.10 Small business retail space. Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.</p>	<p>No Conflict. The Proposed Project involves the construction of a mixed-use building with ground-floor commercial/retail space fronting Vermont Avenue and Hollywood Boulevard. Although no specific businesses are known at this time except the commercial space would be market space, the Proposed Project would be open to all businesses that would aim to be community-serving. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.11 Support neighborhood establishments. Support existing neighborhood stores (i.e. mom-and-pop establishments) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.</p>	<p>No Conflict. Although no specific businesses are known at this time, the Proposed Project's proposed market space would be open to all businesses that would aim to be community-serving and support the needs of the local residents. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy LU6.12 Local employment. Ensure that neighborhoods are well connected to adjacent employment areas that provide services, amenities, and employment opportunities to the local community.</p>	<p>No Conflict. The Proposed Project would include ground-floor commercial space that would front Vermont Avenue and Hollywood Boulevard. Additionally, the Project Site is within close proximity to many services, job opportunities, and transit. The Project Site is in walking distance to many services, employment opportunities and retail spaces along Vermont Avenue and Hollywood Boulevard. Therefore, the Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business and employment opportunities in the area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Goal LU7: Strong and competitive commercial districts that are aesthetically appealing, pedestrian-oriented, easily accessible and serve the needs and enhance the character of the community.</p>	<p>No Conflict. The Proposed Project would include ground-floor commercial space that would front Vermont Avenue and Hollywood Boulevard, which are identified as commercial corridors. The Proposed Project would promote a pedestrian-oriented corridor along Vermont Avenue and Hollywood Boulevard by including landscaping, street trees, and the primary entrance to the ground-floor commercial. Additionally, the Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP in a manner that would be visually compatible with the surrounding commercial uses. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Policy LU7.3 SNAP. Evaluate the Vermont-Western Station Neighborhood Area Plan (SNAP), a transit-oriented plan in East Hollywood, which plans for development around Metro rail stations and protects residential neighborhoods.</p>	<p>No Conflict. The Proposed Project would transform two commercial buildings into a mixed-use building with multi-family residential and ground-floor commercial. The Proposed Project would be compliant with the development standards and design guidelines of the LAMC and the SNAP. Therefore, the Proposed Project would be designed</p>

	and landscaped in accordance with the design guidelines of the SNAP in a manner that would be visually compatible with the surrounding commercial uses. Thus, the Proposed Project would not conflict with this policy.
Policy LU7.4 Pedestrian-friendly building design. Encourage building designs that create interesting, safe, and welcoming walking environments on streets with high pedestrian activity. Utilize the Citywide Urban Design Guidelines to promote pedestrian-oriented retail with transparent facades to allow visibility of commercial uses.	No Conflict. The Proposed Project would promote a pedestrian-oriented corridor along Vermont Avenue and Hollywood Boulevard by including landscaping, street trees, and the primary entrance to the ground-floor commercial. Additionally, the vehicle driveway would be located along the adjacent alleyway so as not to disrupt the pedestrian walkways along Vermont Avenue and Hollywood Boulevard. Additionally, the Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP in a manner that would welcome walking environments and promote pedestrian-oriented retail. Thus, the Proposed Project would not conflict with this policy.
Policy LU7.6 Pedestrian-oriented land uses. Promote pedestrian-friendly land uses along streets with high pedestrian activity and retain uses, such as performing arts theaters and restaurants, which support pedestrian activity.	No Conflict. The Proposed Project's ground-floor retail would be oriented towards Vermont Avenue and Hollywood Boulevard, which contains high pedestrian activity. Thus, the Proposed Project would not conflict with this policy.
<i>Source: City of Los Angeles, Department of City Planning, Hollywood Community Plan, August 2021; and Parker Environmental Consultants, 2023.</i>	

The Proposed Project would thus be consistent with the applicable goals and policies of the Community Plan. As such, impacts related to the consistency with the applicable land use and planning policies in the Hollywood Community Plan would be less than significant.

Los Angeles State Enterprise Zone (ZI-2374)

The Proposed Project is also located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to “provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services.” Except for the Downtown Business District parking area described in Section 12.21A4(i), projects within the Enterprise Zone, may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small. Required vehicle parking for the commercial portion of the property is being provided according to the provisions of the Vermont/Western Station Neighborhood Area Specific Plan, and not the Los Angeles State Enterprise Zone. Therefore, this overlay does not directly affect the Proposed Project, and no further analysis is required.

As discussed above, the Proposed Project would not conflict with applicable zoning and development standards, including those set forth in the LAMC, the SNAP, and the Hollywood Community Plan.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

As shown in Figure 5, Aerial Photograph of the Project Site and Surrounding Land Uses (*attached*), the Project Site is located in the City of Los Angeles, in an urbanized area of the Hollywood Community Plan area and is entirely surrounded by urban land uses. The Project Site encompasses three parcels and is identified by the following County of Los Angeles APN: 5542-001-022. The Project Site encompasses approximately 29,418 gross square feet of lot area (0.68 acres). The Project Site is surrounded by a mix of multi-family residential apartments, commercial/retail buildings, banks, and restaurants. Therefore, the Project Site is less than five acres and surrounded by urban uses.

c) The Project Site has no value as habitat for endangered, rare or threatened species.

The Project Site is located in a highly urbanized area within the City of Los Angeles. As shown in Figure 5, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site and the surrounding area are fully developed with urban infrastructure and do not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site is developed with established commercial uses and paved surface parking lot. Vegetation on the Project Site is limited to shrubs, vegetation, and ornamental landscaping. The on-site vegetation would be removed during construction; however, these types of vegetation or shrubs are not protected trees. Additionally, there are four street trees along the public right-of-way fronting Vermont Street and Hollywood Boulevard (two Indian Laurel fig trees and two African fern pine trees), which are owned and maintained by the City. These trees are not proposed for removal and would be maintained and preserved during construction. However, the Proposed Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. Prior to any work on the adjacent public right-of-way, the Applicants will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. The Project proposes to remove no protected trees, no protected shrubs, and up to four street trees assuming a worst-case scenario.

According to the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the USFWS have been recorded or exist on the Project Site. Additionally, the USFWS's IPaC database identified one threatened species (coastal California gnatcatcher) and one proposed threatened species (southwestern pond turtle) that occur within the broader project locale, but

indicated that the Project Site is located outside of the designated critical habitat for these species (see Attachment 6 to this Categorical Exemption).

The Proposed Project would result in the removal of shrubs and vegetation on the Project Site, which are ornamental in nature. While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20*) and Section 3503 of the California Department of Fish and Game Code. In compliance with these regulatory requirements, the Proposed Project would avoid tree removal activities during the breeding season and/or follow other regulatory guidelines to ensure that the trees proposed for removal are not occupied by nesting birds. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species, and the Proposed Project would have no impact on any sensitive species or habitat.

- d) Approval of the Proposed Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

Traffic/Transportation

Operational Traffic Impacts

California Senate Bill 743 (“SB 743”), which went into effect in January 2014, requires the Governor’s Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis shifts from driver delay, which is typically measured by traffic level of service (“LOS”), to a new measurement, vehicle miles traveled (“VMT”), that addresses the state’s goals on reduction of greenhouse gas (“GHG”) emissions, creation of a multi-modal transportation network, and promotion of compact, mixed-use development patterns. In August 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Guidelines (TAG) Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The City’s TAG establishes VMT as the City’s formal method of evaluating a project’s transportation impacts under CEQA.

The following assessment is based on the Supplemental Traffic Evaluation for the 1666 North Vermont Avenue Mixed-Use Project, prepared by Overland Traffic Consultants, Inc., dated December 2023. A prior Traffic Assessment, dated January 2020, was reviewed and approved by LADOT on June 30, 2020 (DOT Case No. CEN 19-48526), follows the recently adopted City of Los Angeles Transportation Assessment Guidelines (TAG) (July 2019) and concludes that the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature. Furthermore, as noted below, the Proposed Project would not result in inadequate emergency access. Therefore, a “less than significant” determination can be made as related to the CEQA analysis. A summary of the Traffic Analysis’s CEQA related findings are presented below. For the non-CEQA components of the traffic analysis, see Attachment 3. The prior Traffic Assessment and LADOT’s approval letter is provided in Attachment 3. Since that time, LADOT has provided a new TAG dated August 2022. These guidelines refine the queries and layout of the

Transportation Assessment but do not alter the CEQA Thresholds. The following section incorporates the findings in the prior Transportation Assessment and reconsideration of any new potential transportation impacts provided in the Supplemental Transportation Evaluation.

Screening Criteria

Pursuant to the City's TAG, if the Project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis is required to assess whether the Proposed Project would conflict with adopted City plans, programs, ordinances, or policies.

- Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, using the VMT calculator for screening purposes (without credits for project components such as internal or transit trips), the Proposed Project will generate 2,114 net vehicle trips without any TDM strategies.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

Yes, pursuant to the Mobility Element street standards, a 2-foot, 6-inch dedication and widening would be required along the alley. One driveway will be closed on Prospect Avenue. The second Prospect Avenue driveway (near the easterly property line) will have a driveway apron used for commercial access with adjacent loading dock access. No additional dedication or street widening is required for Prospect Avenue, Vermont Avenue, or Hollywood Boulevard.

- Is the project on a lot that is 0.5-acre (21,750 square feet) or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) with 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard (as designated in Mobility Plan 2035)?

Yes, the Project Site is over 0.5-acre with approximately 0.68 acres (29,418 square feet). Yes, 250 linear feet or more of Project frontage is along an Avenue or Boulevard. The Project frontage of Prospect Avenue is designated as a local street which is not applicable, Hollywood Boulevard is designated an Avenue I roadway, and Vermont Avenue is designated as a Modified Avenue II in the Mobility Plan 2035. The Project's Hollywood Boulevard frontage is approximately 130 feet in length and 170 feet in length along Vermont Avenue. A total of 300 feet of Project frontage is along an Avenue as designated in the Mobility Plan 2035.

Based on the above Screening Criteria, a full VMT analysis is required.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

A Project that generally conforms with and does not obstruct the City's development policies will be generally considered consistent. A list of these element standards has been provided in the LADOT TAG. In addition, the City has provided a list of questions that are to be answered yes or

no to determine a conflict. If a vacation of public right-of-way or relief from required street dedication is sought as part of the Project, an assessment is required as to whether the right-of-way is necessary to serve a long-term mobility needed.

The listed City documents that establish the regulatory framework and questions to determine project applicability to plans, policies and programs is provided in Appendix G with the VMT Calculation sheets. It has been found that the construction of the proposed Project is within conformance and consistent with standards adopted by the City's transportation plans and policies for all travel modes. The Project will not preclude the City's implementation of any adopted policy and/or program. No street dedications are required along Prospect Avenue, Hollywood Boulevard, or Vermont Avenue. A 2-foot, 6-inch widening of the alley will be required and implemented. Vermont Avenue is identified as a High Injury Network roadway in the Mobility Plan 2035. Currently this roadway has continental crosswalks for greater pedestrian visibility along the north and south legs of Vermont at Prospect Avenue and north and south legs of Hollywood Boulevard. the project is along the corner of Prospect Avenue, Vermont Avenue, and Hollywood Boulevard. There will be no driveways on Vermont Avenue or Hollywood Boulevard. One driveway is proposed on Prospect Avenue near the eastern property line away from the intersection. A vacation of public right of way is proposed on the west side of the Project Site. This vacation is land that is currently not used by the public and not needed for future roadway plans. This proposed vacation is being processed through a separate request through the Bureau of Engineering, Department of Public Works (BOE VAC - E1401364).

As required by LADOT, the Proposed Project would be consistent with the Mobility Plan 2035, Plan for Healthy LA, Land Use Element of the General Plan, Coastal Transportation Corridor Specific Plan, Los Angeles Municipal Code (LAMC) 12.21A.16 Bicycle Parking, LAMC Section 12.26J TDM Ordinance, LAMC Section 12.37 Waivers (none requested), Vision Zero Action Plan, Vision Zero Corridor Plan, and Citywide Design Guidelines. Thus, the Proposed Project would not conflict with key City Planning documents.

Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled. LADOT has developed the following screening and impact criteria:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

Yes, using the VMT calculator for screening purposes, the Proposed Project will generate 2,114 net vehicle trips without any TDM strategies that are part of the project.

- T-2.1-2: Would the project generate a net increase in daily VMT?

Yes, using the VMT calculator version 1.4, the new mixed-use project would generate a net increase of 13,044 additional household VMT. TDM strategies are not considered in the VMT Project screening criteria.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale of local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contains retail uses exceed a net 50,000 square feet?

No, the Project proposes 20,240 square feet of commercial grocery store.

- Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential uses?

The Project is approximately 1,000 feet (less than ¼ mile) of the Vermont/Sunset Metro B Line station, but will not replace residential uses with a smaller number of residential uses. The current land uses on the site are a commercial car wash and restaurant. There are no existing residential land uses on the Project Site.

Impact Criteria and Methodology

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project is located.

The Proposed Project is located in the Central APC sub-area which limits daily household VMT per capita to a threshold of 6.0 and a daily work VMT per employee threshold of 7.6 (15% below the existing VMT for the Central APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale (less than 50,000 sf) of local serving retail uses (including grocery store)/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed-use project. Therefore, only the Proposed Project's residential daily household VMT per capita is considered for the Central APC threshold criteria.

Summary of Project VMT Analysis

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.4 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Proposed Project are contained in Attachment 3. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The estimated daily household VMT per capita for the Project's residential land use component is 4.1, which is less than the Central APC significance threshold of 6.0 VMT per capita.

The Applicants will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code. As described in further detail in the Traffic Assessment, the following TDM strategies will be included as part of the Proposed Project:

- Unbundle Parking – This strategy unbundles the parking costs from the property costs, requiring those who wish to produce parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of \$200 per month and paid by the vehicle owners/drivers.
- Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Reductions in parking supply could also include reductions in parking requirements due to variances sought by a project. This strategy is appropriate for use in all land-use contexts and all types of development and applies to all trip types.
- Bike Parking – Projects providing short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure.

Based on the above VMT analysis, the Proposed Project would not exceed the City's VMT threshold and does not conflict with, nor would it be inconsistent with, CEQA Guidelines Section 15064.3 subdivision (b).

Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact, and impacts would be less than significant.

Threshold T-2.2: Would the project include the addition of through traffic lanes on existing or new highways including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through-grade separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

No, the Proposed Project will not include the addition of any traffic lanes.

Threshold T-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the Project Site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. If the Proposed Project requires a discretionary action, and the answer is “yes” to either of the following questions, further analysis is required to assess whether the Proposed Project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, currently there are no driveways to/from the Project Site from the alley. The Project is proposing one new driveway off the alley along the east side of the Project Site. Currently the Project Site has two driveways on Prospect Avenue. The Proposed Project will close one driveway and retain the second (more easterly) driveway on Prospect Avenue. No Project driveways exist or are proposed on Vermont Avenue or Hollywood Boulevard.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

Yes, pursuant to the Mobility Element street standards, a 2-foot, 6-inch dedication and widening would be required for the alley adjacent to the Project Site. No additional dedication or street widening is required for Prospect Avenue, Vermont Avenue, or Hollywood Boulevard.

The Project does not involve any design features that are unusual for the area or any incompatible uses. Changes to the Project Site access by moving one driveway from Prospect Avenue to the alley, would improve roadway conditions. Thus, there are no deficiencies apparent in the Project Site access plans which would be considered significant. This determination considers the following factors:

1. The proposed alley dedication will increase alley width from 15 to 17.5 feet providing for an improved and safer driving environment if the 2-foot, 6-inch widening of the alley is not required.
2. The project is removing one existing driveway from Prospect Avenue and providing a driveway from an existing alley, thereby improving street movement of vehicles and pedestrians.
3. No new driveways will be introduced on Vermont Avenue, a Modified Avenue II and designated as part of the High Injury Network System or Hollywood Boulevard, an Avenue I roadway and designated as part of the City of Los Angeles High Injury Network System.
4. The site is a corner lot, and the proposed access is proposed from an ally and from Prospect Avenue, a local street, and placed as far as possible from the Vermont Avenue and Prospect Avenue intersection.

Threshold T-4: Would the project result in Inadequate Emergency Access?

The Proposed Project would result in less than significant impacts on site access and local roadways during construction activities. Construction of the Proposed Project would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. The Proposed Project is located on Vermont Avenue, which is designated as a Modified Avenue II roadway and is included in the Transit Enhanced Network and Pedestrian Enhanced Network. The Proposed Project is also located on Hollywood Boulevard which is designated as an Avenue I and is included in the Transit Enhanced Network and Pedestrian Enhanced Network. The Metro transit stop for Route 180/181 is adjacent to the Project Site on Vermont Avenue, south of Prospect Avenue.

Signs would be posted advising pedestrians of temporary sidewalk closures and would provide alternative routes. The following LADOT Regulatory Compliance Measures would be implemented: (1) a construction work site traffic control plan would be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed; and (2) the Project Applicants would also prepare a detailed Construction Staging and Traffic Management Plan ("CSTMP"), which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. Therefore, it can be determined that the Project will not result in inadequate emergency access during construction.

Operationally, the Proposed Project would result in a less than significant impact upon emergency access. As noted in the Non-CEQA portion of the Transportation Assessment, existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the Proposed Project. The Proposed Project's traffic affect has been calculated by adding the Project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and a study year of 2022. As concluded in the Transportation Assessment, no significant circulation or access deficiencies were identified for the Proposed Project, and impacts to inadequate emergency access would be less than significant.

Noise

Construction Noise Impacts

For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with LAMC Chapter XI, Article 2, Section 112.04, 112.05, and 41.40. LAMC Section 112.05 provides that between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet therefrom. Under this standard, the Applicants must at minimum demonstrate compliance with LAMC Section 112.05. Further, in compliance with LAMC Section 112.04, this analysis addresses whether construction activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more in residential areas. If necessary, features to reduce noise to below-threshold levels (75 dBA) and below a 5-dBA ambient noise increase can be incorporated into the project design to ensure regulatory compliance.

For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures and construction project design features would be incorporated into the Proposed Project's construction activities. These features and control measures are consistent with the noise management procedures and regulations of the LAMC and Noise Element of the General Plan.

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Proposed Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

SEC.41.40. Noise Due to Construction, Excavation Work—When Prohibited

No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine, excavator or any other machine, tool, device, or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

SEC 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

SEC. 112.04 Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.

Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

SEC. 112.02. Air Conditioning, Refrigeration, Heating, Plumbing, Filtering Equipment

It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering, or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.

Ordinance No. 178,048

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

SEC. 116.01. Loud, Unnecessary, And Unusual Noise

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not

be limited to, the following: (a) The level of noise; (b) Whether the nature of the noise is usual or unusual; (c) Whether the origin of the noise is natural or unnatural; (d) The level and intensity of the background noise, if any; (e) The proximity of the noise to residential sleeping facilities; (f) The nature and zoning of the area within which the noise emanates; (g) The density of the inhabitation of the area within which the noise emanates; (h) The time of the day and night the noise occurs; (i) The duration of the noise; (j) Whether the noise is recurrent, intermittent, or constant; and (k) Whether the noise is produced by a commercial or noncommercial activity.

Project Design Features

In addition to the above regulatory requirements and in furtherance of complying with the provisions set forth in LAMC Section 112.05, above, the Applicants will incorporate the following voluntary features into the construction work plans:

- Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with noise shielding and muffling devices.
- The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-sight of construction equipment and off-site receptors at the ground level. Localized and portable sound enclosures, such as Echo Barrier Outdoor noise barrier/absorbers, would also be used and doubled layered to significantly reduce noise from construction equipment. The sound barrier shall include sound absorbing material capable of achieving a minimum of 20-dBA reduction in sound level.
- During any jackhammering and structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 75 dBA L_{eq} over the ambient noise levels.

A summary of the construction and operational noise impacts is discussed below. Calculation worksheets are provided in Attachment 4. With respect to demonstrating compliance with LAMC Sections 112.04 and 112.05, Table 2.3, below, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from the use of noise shielding devices and the installation of a temporary sound wall along the perimeter of the Project Site.

Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading/excavation, building construction, and architectural coatings. During each

construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Table 2.2 identifies the representative noise levels for the two loudest types of construction equipment anticipated to be used for the Proposed Project,⁸ including estimated usage factors found in the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction Noise Model. The noise levels listed in Table 2.2, below, represent the A-weighted maximum sound level (L_{max}), measured at a distance of 50 feet from the construction equipment.

**Table 2.2
Noise Data for Selected Construction Equipment**

Construction Phases	Two Loudest Construction Equipment per Phase	Estimated Usage Factor %	Actual Measures Noise Level at 50 Feet (dBA L_{max})
Demolition/Site Clearing	Concrete/Industrial Saws (1)	20	90
	Dozer (1)	40	82
Grading/Excavation	Concrete/Industrial Saws (1)	20	90
	Dozer (1)	40	82
Building Construction	Crane (1)	16	81
	Generator (1)	50	81
Architectural Coating	Air Compressors (2)	40	78

Note:
Pursuant to the procedures from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.
Source: FHWA, *Roadway Construction Noise Model, Construction Noise Prediction*, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.

It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Because the precise numbers and locations of equipment operating at the same time are not known, this analysis follows the recommended procedures contained in the Federal Transit Administrations Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

Sensitive receptors identified within 500 feet of the Project Site include:

- 1) Multi-family residences east and northeast of the Project Site;
- 2) Los Feliz Elementary School;
- 3) Chabad of Greater Los Feliz.

⁸ *Based On The Construction Equipment Identified In The Calemod Worksheets For The Air Quality And Greenhouse Gas Emissions Models Presented In Attachment 5 Of This Categorical Exemption.*

Refer to Figure 1 of Attachment 4 for locations of these sensitive receptors.

As noted above, temporary noise barriers would be installed along the Project Site's property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary $\frac{3}{4}$ inch plywood noise barrier and noise barrier/absorbers would be capable of attenuating the noise level by approximately 20 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices such as sound mufflers and echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would also be used, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up (see product data specifications included in Attachment 4).

Pursuant to LAMC Chapter IV, Article 1, Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Additionally, permissible hours of construction would be limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicants would be required to post informational signage providing contact information to report complaints regarding excessive noise. Additionally, the Applicants would be required to provide courtesy notifications to adjacent business owners and residences a minimum of two weeks prior to commencement of construction. The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. With incorporation of the project design features, as described above, and regulatory compliance measures, affected residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

As shown in Table 2.3, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, the ambient exterior noise levels would range from 38.6 dBA to 60.5 dBA with the application of the Project Design Features listed above. As such, construction noise levels would not exceed 75 dBA at a distance of 50 feet from the Project Site (in compliance with LAMC 112.05) and would not exceed ambient noise levels by more than 5-dBA at any of the sensitive receptors (in compliance with LAMC 112.04). As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

**Table 2.3
Estimated Exterior Construction Noise Levels at Nearest Sensitive Receptors**

ID ¹	Ambient Noise (dBA L _{eq}) ²	Noise Level Impact (dBA L _{eq}) by Phase ³				Maximum Construction Noise Level	Construction Noise Threshold (dBA L _{eq})	Significant Noise Impact? (Yes/No)
		Demolition	Grading	Building Construction	Arch Coatings			
1	64.6	60.5	60.5	54.6	53.4	60.5	69.5	No
2	65.5	48.6	48.6	42.7	41.5	48.6	70.5	No
3	68.3	45.8	44.8	39.8	38.6	45.8	73.3	No

Notes:

¹ ID refers to the sensitive receptor locations identified in Figure 1, Noise Monitoring and Sensitive Receptor Location Map, of Attachment 4.

² Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity. Ambient noise levels measured represent noise for similar and nearby land use types.

³ Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Parker Environmental Consultants, LLC, (see Attachment 4, Noise Calculations Worksheets).

Operation

Mechanical/HVAC Equipment

As part of the Proposed Project, new mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the proposed structure. However, the operation of this equipment would be similar to the existing HVAC equipment currently on the Project Site. Further, the design and placement of HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. Thus, operational noise impacts from HVAC equipment would be less than significant.

Parking Structure Noise

Parking structures generate noise from vehicle engines, tires squealing, doors closing, car alarms, and people talking. Noise levels within the parking structures would fluctuate based on the types of simultaneous noise sources and the overall level of activity within the garage. The three subterranean parking levels would be completely enclosed, and noise levels would be completely insulated within subterranean levels. Therefore, it is not anticipated that the garage level would significantly impact nearby sensitive receptors, and accordingly, the parking structure would have a less than significant impact to nearby sensitive receptors.

Outdoor Courtyards

The Proposed Project would include two courtyards on the 2nd floor totaling approximately 4,670 square feet of common outdoor open space and 860 square feet of common outdoor open space on the 7th floor sky lounge. It is anticipated that there would not be any amplified music or speakers

on the outdoor courtyards; however, occupancy and use of these courtyards may increase ambient noise levels in the Project Site vicinity. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC code provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. It is not expected that the intended use (i.e., only up to a few people having a conversation, relaxing, or enjoying the outdoors) would violate the prohibition of “loud, unnecessary and unusual noise” criteria. Additionally, the *Office of Planning and Research* identifies the following criteria to evaluate a project’s operational noise impacts: any 5 dBA or greater noise increase. Therefore, a 5-dBA increase in ambient noise levels is the threshold utilized when analyzing the impacts from the outdoor courtyards.

Based on the size of the outdoor open space areas and the type of amenities provided, it is conservatively anticipated that this area could accommodate up to 50 square feet per person, resulting in 95 people on the 2nd floor courtyards and 18 people on the 7th floor sky lounge. For purposes of estimating noise from people congregating in these areas, reference noise levels of 65 dBA and 62 dBA (L_{eq} at a distance of 3.3 feet) for a male and a female speaking in a raised voice, respectively, were used to analyze noise from the use of these outdoor open space areas. Assuming 94 individuals occupy the 2nd floor outdoor common open space and 18 individuals occupy the 7th floor outdoor common open space at one time, and up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time, the noise levels would be approximately 80.5 dBA L_{eq} within the 2nd floor and 73.3 dBA L_{eq} within the 7th floor. This would result in a combined noise level of 81.2 dBA L_{eq} at the building. When factoring in the distance to nearby sensitive receptors, the combined noise level would be 56.0 dBA L_{eq} at a reference distance of 50 feet.⁹ Based on the ambient noise levels recorded in the surround area (*Attachment 4, Figure 1*), the Proposed Project would not increase ambient noise levels by more than 5 dBA from the open space with full capacities; additionally, due to the nature of the use, it is unlikely that the Proposed Project would operate at such full capacity often or for a prolonged period of time. As such, noise from the common open space areas would be less than significant.

Roadway Noise

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to the *L.A. CEQA Thresholds Guide*, the traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur.

⁹ *Formulas Provided By Caltrans Technical Noise Supplement, April 2020. See Noise Calculation Worksheets In Attachment 4.*

LADOT performed on-peak commute hour traffic counts at the nearest intersection of Vermont Avenue and Prospect Avenue in 2018.¹⁰ This intersection experienced a total of 12,311 vehicles during commute hours of 7:00 to 9:45 AM and 3:00 to 5:45 PM. Based on the VMT Analysis completed for the Proposed Project, the Proposed Project would result in an approximate net increase of 1,896 daily vehicle trips. Accounting for a 1% ambient annual trip increase plus 1,896 daily trips from the Proposed Project, this intersection roadway segment would experience approximately 15,095 trips during peak commute hours for the year 2025. This is based on a conservative estimate, assuming that all of the Proposed Project trips would utilize this intersection, and assuming that all trips would occur during the peak hours. Therefore, the generation of 1,896 trips is not anticipated to double the amount of peak hour traffic volumes along any of the nearby roadway segments or intersections. As such, increased mobile source noise from the Proposed Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

Composite Noise Levels

When viewed together, on-site noise sources associated with the Proposed Project would include mechanical HVAC equipment, outdoor courtyard activities, and the parking structures. Due to the nature of the Proposed Project's land uses, the Proposed Project would not result in significantly loud sources of operational noise since residential uses typically operate at relatively low levels of noise. As discussed above, the mechanical HVAC equipment, outdoor open space, and parking structures would not result in significant noise impacts. Therefore, the Proposed Project would not increase ambient noise levels by 5 dB, and a less than significant impact would occur.

Air Quality

Construction Emissions

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Los Angeles, the Southern California Air Quality Management District (SCAQMD), and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.21*), as recommended by the SCAQMD. Table 2.4, below, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2025. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing, (2) grading/excavation, (3) building construction, and (4) architectural coatings/finishings. The Proposed Project would require up to

¹⁰ *City Of Los Angeles, Navigatela, Turning Movement Count, Vermont Avenue And Prospect Avenue, https://Navigatela.Lacity.Org/Dot/Traffic_Data/Manual_Counts/VERMONT.PROSPECT.181211.MAN.Pdf, Accessed December 2023.*

1,091 tons of demolition debris and 35,950 cubic yards of soil export to be hauled off-site, using haul trucks with a 14 cy capacity.

As shown in Table 2.4, below, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust.

**Table 2.4
Estimated Peak Daily Construction Emissions**

Emission Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2024	2.04	25.7	23.7	0.08	5.35	2.40
2025	13.6	12.8	24.4	0.03	2.52	0.91
Maximum Daily Construction Emissions:	13.6	25.7	24.4	0.08	5.35	2.40
SCAQMD Daily Significance Thresholds:	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. The interface on CalEEMod (Version 2022.1.1.21) lists these rules under the “Mitigation” tab, when they are actually required rules by the SCAQMD. The term “Mitigation” in CalEEMod is defined differently than “Mitigation Measures” in this Categorical Exemption. The model does not allow for these regulatory measures to be implemented in the “unmitigated project” impact scenario. As such, the values that appear under the “Mitigated” results columns are reflective of the Proposed Project impacts that are compliant with required regulations. Source: CalEEMod 2022.1.1.21, Calculation sheets are provided in Attachment 5 to this Categorical Exemption.

Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary constructed-related air quality

impacts related to criteria pollutants and hazardous substances would be considered less than significant.

Localized Construction Emissions

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor areas (SRA). For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM_{2.5}, the LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas ("SRA") at various distances from the source of emissions. The Project Site is located within SRA 1. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential buildings to the east and northeast of the Project Site and Los Feliz Elementary School. Given the proximity of these sensitive receptors to the Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations especially during the demolition and grading phases. However, as shown in Table 2.5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 1.

The localized air quality calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with compliance with SCAQMD Rule 403, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

**Table 2.5
Localized On-Site Peak Daily Construction Emissions**

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
Demolition/Site Clearing	15.6	16.0	0.9	0.65
Grading/Excavation	14.9	15.3	2.73	1.61
Building Construction	11.5	14.3	0.50	0.46
Architectural Coatings	4.98	6.11	0.12	0.11
SCAQMD Localized Thresholds ^c	74	680	5	3
Potentially Significant Impact?	No	No	No	No
<i>Notes:</i> ^a The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre. ^b The localized thresholds listed for NO _x in this table takes into consideration the gradual conversion of NO _x to NO ₂ , and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO _x emissions is focused on NO ₂ levels as they are associated with adverse health effects. ^c SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K. Source: CalEEMod 2022.1.1.21, Calculation sheets are provided in Attachment 5 to this Categorical Exemption.				

Operational Emissions

Existing Emissions

The Project Site is currently developed with two commercial structures, including a car wash and restaurant. The existing uses generate air pollutant emissions from space sources, such as space and water heating, architectural coatings (paint), and mobile sources such as motor vehicle traffic travelling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod. As shown in Table 2.6, mobile sources are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Proposed Project Emissions

The Proposed Project would result in the demolition of the two commercial structures on the Project Site for the construction and operation of a seven-story residential and commercial mixed-use building. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of a residential and commercial mixed-use development such as the Proposed Project. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod. The results of these calculations are presented in Table 2.7, Proposed Project Estimated Daily Regional Operational Emissions, below. As shown in Table 2.7, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

**Table 2.6
Existing Daily Operational Emissions from the Project Site**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Mobile Sources	1.95	2.16	19.30	0.03	2.69	0.71
Area Sources	0.26	<0.005	0.36	<0.005	<0.005	<0.005
Energy Sources	<0.005	0.08	0.07	<0.005	0.01	0.01
Total Emissions	2.22	2.25	19.80	0.03	2.70	0.71
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	1.91	2.36	17.70	0.03	2.69	0.71
Area Sources	0.20	--	--	--	--	--
Energy Sources	<0.005	0.08	0.07	<0.005	0.01	0.01
Total Emissions	2.11	2.45	17.70	0.03	2.70	0.71
<i>Source: CalEEMod 2022.1.1.21. Calculation worksheets are provided in Attachment 5 to this Categorical Exemption.</i>						

**Table 2.7
Proposed Project Estimated Daily Regional Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Mobile Sources	11.80	9.33	106.00	0.25	22.5	5.82
Area Sources	4.13	0.11	12.00	<0.005	0.01	0.01
Energy Sources	<0.005	0.07	0.06	<0.005	0.01	0.01
Stationary Sources	1.64	7.34	4.18	0.01	0.24	0.24
Total Project Emissions:	17.50	16.90	123.00	0.26	22.70	6.07
Less Existing Emissions:	(2.22)	(2.25)	(19.80)	(0.03)	(2.70)	(0.71)
NET Project Site Emissions:	15.28	14.65	103.20	0.23	20.00	5.36
SCAQMD Thresholds	55	55	550	150	150	55
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	11.60	10.20	97.50	0.24	22.50	5.82
Area Sources	2.74	0.00	0.00	0.00	0.00	0.00
Energy Sources	<0.005	0.07	0.06	<0.005	0.01	0.01
Stationary Sources	1.64	7.34	4.18	0.01	0.24	0.24
Total Project Emissions:	16.0	17.60	102.00	0.24	22.70	6.07
Less Existing Emissions:	(2.11)	(2.45)	(17.70)	(0.03)	(2.70)	(0.71)
NET Project Site Emissions:	13.89	15.15	84.30	0.21	20.00	5.36
SCAQMD Thresholds	55	55	550	150	150	55
Potentially Significant Impact?	No	No	No	No	No	No
<i>Source: CalEEMod 2022.1.1.21, Calculation worksheets are provided in Attachment 5.</i>						

Greenhouse Gas Emissions

The guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of GHG analyses for projects eligible for exemptions. Specifically, Article 19 of the State’s CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that “[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality...” There are no requirements to making findings about a project’s effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the “[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project.” An assessment of criteria pollutant emissions has been prepared, as described immediately above. As there is no requirement for preparation of GHG analyses to validate the Class 32 exemption, the following is provided for informational purposes only.

Neither the City of Los Angeles, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential or commercial project’s GHG emissions. In October 2008, SCAQMD staff proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO₂e per year (draft Tier 3 threshold). That draft screening threshold has not been adopted by SCAQMD or the City. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use multi-family residential and commercial project’s generation of greenhouse gas emissions, the following analysis is based on the Proposed Project’s consistency with applicable plans, policies and building code regulations that have been adopted for the purpose of reducing GHG emissions.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. As such, this analysis relies on the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Construction

Greenhouse gas (GHG) emissions were calculated using CalEEMod (*Version 2022.1.1.21*). Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Emissions of GHGs were calculated for each year of construction of the Proposed Project and the results of this analysis are presented in Table 2.8, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 2.8, the total GHG emissions from construction activities related to the Proposed Project would be approximately 951 metric tons with the greatest annual emissions occurring in 2024. Total Construction Greenhouse Gas Emissions are amortized over the 30 year life of the Project and added to the total operational impacts.

**Table 2.8
Proposed Project Construction-Related Greenhouse Gas Emissions**

Year	CO ₂ e Emissions (Metric Tons per Year) ^a
2024	523
2025	428
Total Construction GHG Emissions:	951
<i>Note:</i> ^a Construction CO ₂ values were derived using CalEEMod Version 2022.1.1.21. Calculation data and results are provided in Attachment 5, Air Quality Modeling and Greenhouse Gas Emissions Worksheets.	

Operation

Baseline GHG Emissions

The existing Project Site is currently developed with two commercial structures (totaling approximately 8,300 square feet) and paved surface parking that serve as the existing conditions baseline. The operation of the commercial uses general GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 2.9, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing car wash and restaurant on the Project Site. As shown in Table 2.9, the existing operations on the Project Site generate approximately 669 CO₂eMTY.

**Table 2.9
Existing Project Site Greenhouse Gas Emissions**

Emissions Source	CO ₂ e Emissions (Metric Tons per Year)
Mobile	336
Area	0.17
Energy	44.0
Water	2.96
Waste	10.6
Refrigerants	275
Total	669
<i>Greenhouse gas emissions were estimated using CalEEMod Version 2022.1.1.21. Calculation data and results provided in Attachment 5 to this Categorical Exemption.</i>	

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, was calculated with the implementation of the *L.A. Green Building Code* and other project design features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. As shown in Table 2.10, below, the net increase in GHG emissions generated by the Proposed Project would result in a net increase of approximately 2,689 CO₂e MTY, which is well below the draft 3,000 MTCO₂e per year threshold of significance considered by the SCAQMD, but not adopted by the City. The Proposed Project’s structural and operational features such as low-flow plumbing fixtures and implementing an operational recycling program during the life of the Proposed Project would reduce the Project’s GHG emissions. The Proposed Project would comply with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State’s GHG reduction targets under SB 32.

Plan Consistency

Through required implementation of the Green Building Code, the Project Site’s location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, *L.A. Green Building Code*, and CARB’s 2022 Scoping Plan.

**Table 2.10
Proposed Project Operational Greenhouse Gas Emissions**

Emissions Source	Estimated Project Generated CO ₂ e Emissions (Metric Tons per Year)
Mobile	2,173
Area	4.35
Energy	407
Water	21.60
Waste	20.30
Refrigerants	695
Stationary	4.58
Construction Emissions ^a	31.70
Proposed Project Total:	3,358
<i>Less Existing Emissions:</i>	<i>(669)</i>
Net Total GHG Emissions:	2,689
<i>Notes:</i> ^a The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Attachment 5 to this Categorical Exemption.	

Consistency with L.A. Green Building Code

The L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified, including:

Energy Conservation. The Proposed Project would include the development of a multi-family residential building with 139 dwelling units and 50,000 gross square feet or more of floor area. As mandated by the L.A. Green Building Code, the Proposed Project must meet Title 24 2022 Standards and include ENERGY-STAR appliances, where applicable. Furthermore, pursuant to Ordinance No 187,714, Chapter IX of the LAMC would require all new buildings to be all-electric buildings, effective January 23, 2023. All-electric includes electricity as the sole source of energy for all lighting, appliances and/or equipment, including, but not limited to, space heating, water heating, cooking appliances, and drying appliances.

Solid Waste Reduction Efforts. L.A. Green Building Code Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction

of the Proposed Project's waste stream to the local landfill would reduce methane emissions and thus lower the Proposed Project's contribution to global GHG emissions.

Water Conservation. As mandated by the L.A. Green Building Code, the Proposed Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

Electric Vehicle Supply Equipment. The Proposed Project would support zero emission vehicles with the promotion of electric vehicle supply equipment (EVSE) on-site. Pursuant to the *L.A. Green Building Code*, a minimum of 30 percent of the total code required residential and non-residential parking is required to be capable of supporting future EVSE; and a minimum of 10 percent for of the total code required residential and non-residential parking is required to be electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces. The provision of EV infrastructure would further serve to promote the utilization of alternative fueled vehicles thus, reducing the combustion of fossil fuels. Based on these factors, the Proposed Project's vehicle trips would decrease overall per capita energy consumption, decrease reliance on fossil fuels, and would serve to promote reliance on renewable energy sources..

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Proposed Project's consistency with the SCS is provided further below.

Consistency with 2022 Scoping Plan

Jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). A detailed assessment of goals, plans, and policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the

correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification. The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Pursuant to City's Green Building Code, a minimum of 30 percent of the Proposed Project's total code required parking is required to be capable of supporting future EVSE. Ten (10) percent of the required commercial parking spaces and 10 percent of the required residential parking spaces is required to be low power electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces. The provision of EV infrastructure would further serve to promote the utilization of alternative fueled vehicles thus, reducing the combustion of fossil fuels. Therefore, the Proposed Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs. The Proposed Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces which would exceed the CALGreen 2022 requirement.

VMT Reduction. The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). The Proposed Project would not be required to provide residential parking requirements but would provide 145 vehicle parking spaces. Therefore, the Proposed Project would provide a reduced number of parking and would serve to reduce vehicle trips. Additionally, the Proposed Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's VMTs as compared to the base trip rates for similar stand-alone residential and commercial uses that are not located in close proximity to transit. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. Therefore, the location of the Project Site encourages a variety of transportation options. Thus, these Proposed Project characteristics would result in a reduction in VMT, which would overall reduce GHG emissions.

Building Decarbonization. The City has updated the LAMC with requirements for all new buildings, with some exceptions, to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The Proposed Project would be required to comply with the City's LAMC that requires all new buildings to be all-electric buildings and would not

include natural gas uses in the residential and retail uses. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Proposed Project would be designed and constructed to meet *L.A. Green Building Code* standards by including several measures designed to reduce energy consumption, including, but not limited to, installing efficient lighting fixtures, low-flow plumbing fixtures, and ENERGY STAR-rated appliances. These measures would further promote a reduction in GHG emissions, which would be consistent with the goals of 2022 Scoping Plan.

Consistency with Connect SoCal (2020 RTP/SCS)

The Proposed Project is consistent with the following key GHG reduction strategies in SCAG's Connect SoCal (2020 RTP/SCS), which are based on changing the region's land use and travel patterns: focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a green region.

Based on a walkability assessment of the project area by WalkScore.com, the Project Site is rated with a score of 97 of 100 possible points and defined as "walker's paradise— daily errands do not require a car." In addition, the Proposed Project will provide bicycle storage areas for its future residents and guests. Walkscore.com also allocates a transit score of 72 to the Project Site, described as "excellent transit – transit is convenient for most trips" and a bike score of 59 to the Project Site, described as "some bike infrastructure."

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new residential and commercial uses within a High Quality Transit Area (HQTA). The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's Connect SoCal Plan.

As demonstrated above, the Proposed Project's characteristics and design features, coupled with compliance with mandatory regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's 2022 Scoping Plan, SB 32, SB 375, SCAG's RTP/SCS, and *L.A. Green Building Code*. Therefore, the Proposed Project's generation of GHG emissions would not conflict with any applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases.

Water Quality

Groundwater

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination.

Therefore, the Proposed Project would not exacerbate any hazardous conditions on the Project Site during construction that could affect groundwater conditions. Moreover, any hazardous materials utilized during construction would be used, stored, and disposed of in accordance with all applicable regulatory requirements, and would therefore not pose any potential impacts to groundwater or surface water quality. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes that are typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality during operation. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

Additionally, A Phase I Environmental Site Assessment (Phase I ESA) was completed for the Project Site by Western Environmental Engineers Co., dated December 5, 2014 (*See Attachment 7 to this Categorical Exemption*). The purpose of the Phase I ESA was to address on-site impacts of chemical use, storage and management, and any potential liabilities due to past and/or current practices associated with the use, storage, treatment, and/or disposal of hazardous waste on the Project Site. The Phase I ESA concluded that no evidence of any recognized environmental conditions (RECs) or potential environmental conditions (PECs) in connection with the Project Site exist. The Phase I ESA determined that no further investigation at the Project Site is warranted. Therefore, the Phase I ESA further supports that the Project Site is not hazardous and would not impact future residents of the Proposed Project. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

Stormwater

The Project Site is currently developed two commercial structures, including a car wash, restaurant, and associated surface parking. Nearly 100 percent of the Project Site is covered with impervious surfaces, with the exception of some ornamental landscaping fronting N. Vermont Avenue and Hollywood Boulevard. Thus, approximately 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath both sites. With respect to water quality from stormwater, surface runoff leaving the Project Site is largely directed towards N. Vermont Avenue and Prospect Avenue, which contain storm drain inlets. Stormwater along N. Vermont Avenue flows southbound and into a storm drain inlet approximately 25 feet west of the Project Site. Stormwater along Prospect Avenue flows westbound into a storm drain inlet approximately 10 feet north of the Project Site. The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site (*See Attachment 1, Figure 1, Stormwater Information Map*).

A Storm Water Pollution Prevention Plan (SWPPP) is required by the Construction General Permit to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify Best Management Practices (BMPs)

for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first 3/4-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

e) The Project Site can be adequately served by all required utilities and public services.

Water

The Project Site is located within the service area of the Los Angeles Department of Water and Power (LADWP) for potable water service. The LADWP's 2020 Urban Water Management Plan ("UWMP") projects the City of Los Angeles will have a reliable water supply of approximately 509,501 acre-feet per year ("AFY") and 565,751 AFY in 2025 and 2045, respectively, based on growth projections of the 2020-2045 RTP/SCS. Thus, projects that are consistent with the underlying zoning and allowable density requirements of the LAMC and General Plan, are inherently consistent with the future water demands established in the 2020 UWMP. The Proposed Project would be consistent with the underlying land use and zoning regulations of the Project Site. Based on the sewer generation factors provided by the Bureau of Sanitation and assuming all water usage converts to wastewater, it is estimated that the Proposed Project's net increase in water demand would be approximately 11,166 gallons per day, or approximately 12.5 AFY, as shown in Table 2.11, below. Articles 4 and 9 of Chapter IX of the LAMC establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers. Compliance with the L.A. Green Building Code would further reduce the Proposed Project's operational water demands. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's employment growth would be within SCAG's growth forecast, the Proposed Project's increased water demand has already been accounted for in the 2020 UWMP, and impacts upon water demand would be less than significant.

**Table 2.11
Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) ^a	Total Water Demand (gpd)
Existing Conditions (To Be Removed)			
Car Wash	8,000 sf	3,000 gallons total ^b	3,000
Restaurant	13 seats ^c	25 gpd/seat	325
Total Existing Water Demand:			3,325
Proposed Project			
Residential			
Studio Unit	59 du	75 gpd/du	4,425
One-Bedroom Unit	61 du	110 gpd/du	6,710
Two-Bedroom Unit	19 du	150 gpd/du	2,850
Commercial			
Grocery Store	20,240 sf	0.025 gpd/du	506
Total Proposed Project Water Demand:			14,491
Less Existing Water Demand:			-3,325
NET Project Site Water Demand:			11,166
<p><i>Notes: du= dwelling units; sf=square feet; gpd= gallons per day</i></p> <p>^a Consumption Rates based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.</p> <p>^b Car Wash land use assumes 50 vehicles per day and 60 gallons of water per vehicle.</p> <p>^c Restaurant seats were estimated based on 15 sf per seat for the dining area, which is assumed to occupy 2/3 of the restaurant space. The remaining 1/3 of restaurant space is assumed to be occupied by kitchen and BOH space.</p> <p>Source: Parker Environmental Consultants, 2023.</p>			

Sewer

The Project Site is served by existing 9-inch sewer pipes located along the west side of N. Vermont Avenue, along the northeast side of Hollywood Boulevard, and along the north side of Prospect Avenue. (Refer to Attachment 1, Figure 2, Sewer Information Map). Wastewater from the Proposed Project would be treated by the Hyperion Water Reclamation Plant (HWRP), which treats an average daily flow of 275 million gallons per day (mgd) on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Bureau of Sanitation, the Proposed Project's sewer generation is expected to be 11,166 gallons per day. Pursuant to City policy, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicants would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If the public sewer has insufficient capacity to accommodate the Proposed Project's wastewater flows, the Applicants would be required to build sewer lines to a point in the

sewer system with sufficient capacity. A final approval for sewer capacity and connect permit would be made at the time. The installation of a secondary line, if needed, would require minimal trenching and pipeline installation, and would not result in any adverse environmental impacts. Ultimately, the sewage flow would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. As the Proposed Project would make all necessary improvements and would have a negligible impact on the existing sewer capacity, the Proposed Project's impacts upon the City's sewer system would be less than significant.

Solid Waste

In 2017, the City of Los Angeles entered into exclusive franchise agreements with waste haulers to provide solid waste, commingled recyclables, and organics collection, transfer, disposal and processing services to commercial and multifamily establishments in the City. The companies that were awarded the contract for each franchise secured a dedicated waste stream, increasing the financial viability to develop new organic waste processing and on version technology facilities in the vicinity of the City of Los Angeles. The Project Site is located within the North East Commercial Waste Franchise Zone, which is serviced under contract to Universal Waste Systems, Inc. Under the existing contract, the service provider is required to deliver solid waste resources collected to the following certified facilities: the Central Los Angeles Recycling and Transfer Station (CLARTS), located at 2201 East Washington Boulevard; Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive; and 24th Street Transfer Station, located at 2460 East 24th Street. All solid waste is disposed into these two recycling and transfer facilities. Then all trash and non-recyclables materials are transferred to a landfill that accepts non-recyclable waste. Currently, the Chiquita Canyon Landfill has closed. Therefore, it is assumed that the Proposed Project's solid waste would be disposed of at the Sunshine Canyon Landfill. The Sunshine Canyon Landfill has a remaining capacity of 54.1 million tons and has an estimated remaining life of 17 years. The Proposed Project is anticipated to generate approximately 1,091 cubic yards of asphalt debris before source reduction and recycling efforts. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

As shown in Table 2.12 below, operation of the Proposed Project is expected to generate approximately 2,448 pounds per day or approximately 447 tons per year. The Proposed Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

**Table 2.12
Proposed Project Estimated Operational Solid Waste Generation**

Type of Use	Size	Solid Waste Generation Rate ^a (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses (to be removed)			
Car Wash (8,000 sf)	8 emp	10.53 lbs/emp/day	84
Restaurant (300 sf)	2 emp	10.53 lbs/emp/day	21
Total Existing Solid Waste Generation:			105
Proposed Project			
Multi-Family Residential	139 du	12.23 lbs/du/day	1,700
Market (20,240 sf)	81 emp	10.53 lbs/emp/day	853
Total Project Solid Waste Generation:			2,553
<i>Less Existing Solid Waste Generation:</i>			<i>(105)</i>
NET TOTAL Solid Waste Generation:			2,448
<p><i>Notes: sf = square feet; lbs = pounds; du = dwelling unit; emp = employee</i></p> <p>^a <i>L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i></p> <p>^b <i>Employees were calculated utilizing a generation factor of 4 employees / 1,000 sf of market space, 1 employee / 1,000 sf of auto space, and 6.7 employees / 1,000 sf of high-turnover restaurant space, as shown in the Los Angeles Department of Transportation VMT Calculator Documentation, Version 1.3, May 2020.</i></p> <p><i>Source: Parker Environmental Consultants, 2023.</i></p>			

Fire Services

The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the Project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.09.07, the maximum response distance between a residential or neighborhood commercial land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.

The Los Angeles Fire Department Station No. 35, located at 1601 N. Hillhurst Avenue, currently serves the Project Site. This fire station is located approximately 0.4 mile (driving distance) southeast of the Project Site. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from Fire Station No. 35 to the Project Site, fire protection response would be considered adequate. Pursuant to LAMC Section 57.507.3.1, the required fire flow for a high-density residential development, such as the Proposed Project, is 4,000 gpm from four adjacent fire hydrants flowing simultaneously. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Los Angeles Fire Code. LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Additionally, every first story of a residential, commercial, and industrial building must be within

300 feet of an approved hydrant. There is an existing fire hydrant approximately 200 feet east of the Project Site along Prospect Avenue. The number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for the Proposed Project. As such, the required fire flow and hydrant placement for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process.

Local access to the Project Site is provided via N. Vermont Avenue, Hollywood Boulevard, and Prospect Avenue. Vehicle access to the Project Site would be provided from one full access driveway off of the south side of Prospect Avenue. The proposed driveway would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Proposed Project. The Proposed Project would not involve activities during its operational phase that could impede public access or travel upon public right-of-way or would interfere with an adopted emergency response or evacuation plan. Therefore, development of the Proposed Project is not expected to significantly impact fire protection services in the Project area.

Police Services

The Project Site is located in the Northeast Division of the Los Angeles Police Department's Central Bureau. The Northeast Community Police Station, located at 3353 San Fernando Road, serves the Northeast Community and the Project Site. This police station is located approximately 3.6 miles (driving distance) northeast of the Project Site. The Project Site is located within Reporting District 1152.

Operation of the Proposed Project would result in an increase of residents, guests, and employees at the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, and traffic-related incidents would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets. The plans for the Proposed Project would incorporate adequate crime prevention design features that would provide security design measures for semi-public and private spaces, which may include, but not be limited to, surveillance cameras, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public spaces designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. The Proposed Project would be subject to Site Plan Review and would be reviewed by the LAPD for compliance with the recommended site design guidelines to improve public safety. Thus, implementation of the Proposed Project would not significantly impact police protection services in the Project area.

Los Angeles Unified School District

The Project Site is located within the service area of the Los Angeles Unified School District (LAUSD). The Project Site is currently served by one elementary school, one middle school, and one high school. The following schools serve the Project Site:

- 1) Los Feliz Science/Tech/Engineer/Math/Medicine Magnet School, located at 1740 N. New Hampshire Avenue, approximately 0.2 mile northwest of the Project Site;
- 2) Thomas Starr King Middle School, located at 4201 Fountain Avenue, approximately 0.7 mile southeast of the Project Site; and
- 3) John Marshall Senior High School, located at 3939 Tracy Street, approximately 1.2 miles northeast of the Project Site.

Based on LAUSD employment generation rates for residential developments, the Proposed Project would generate approximately 27 elementary students, 7 middle school students, 15 high school students, and 2 special day class student for a total of approximately 52 students.¹¹ Based on LAUSD employment generation rates for commercial developments, the Proposed Project would generate 14 new students.¹² Collectively, the Proposed Project's residential and commercial components would generate approximately 66 new students. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of a School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

Parks

The Proposed Project would result in a net increase of 139 multi-family dwelling units, 327 residents, and 81 employees, which would have the potential to increase demands upon public park facilities. The Project Site is served by parks and recreation facilities, which are owned and maintained by the City of Los Angeles Recreation and Parks Department. Parks and recreation facilities within a two-mile radius of the Project Site include: Barnsdall Art Park, La Mirada Park, Lemon Grove Recreation Center, Bellevue Recreation Center, Griffith Park, Vermont Canyon Tennis Court, Seily Rodriguez Park, Madison West Park, Silver Lake Recreation Center and Dog Park, Carlton Way Park, Riverside Tennis Court, Bond Area, and Cedar Gove Park. In addition, the Proposed Project would provide a total of 7,170 square feet of common open space that would be available exclusively to serve Project residents and their guests, in addition to a total of 3,900 square feet of private open space balconies, which would reduce the Project's demand upon public parks and recreational facilities. The Proposed Project's demand for open space would be

¹¹ *Student Generation Rates Are As Follows For Multi-Family Residential Uses: 0.1953 Elementary, 0.0538 Middle And 0.1071 High School Students, And 0.0148 SDC (Special Day Class) Students Per Unit. Source: Los Angeles Unified School District, 2022 Developer Fee Justification Study, Table 15, March 2022.*

¹² *Estimated Student Generation Based On 0.1724 Students Are Generated Per Commercial Employee (Source: Los Angeles Unified School District, 2022 Developer Fee Justification Study, Table 15, March 2022). Estimated New Employees Based On Four Employees Per 1,000 Square Feet Of Market Space Per Employee (Source: LADOT, City Of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020).*

met through a combination of (1) on-site open space proposed within the Project Site, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. The Proposed Project would pay all required park and recreation fees, as required by the LAMC. Development of the Proposed Project is therefore not expected to significantly impact park and recreation facilities in the Project area.

Libraries

The LAPL branches currently serving the Project Site include:

- 1) Los Feliz Branch Library, located at 1874 Hillhurst Avenue, approximately 0.5 miles northeast of the Project Site; and
- 2) Cahuenga Branch Library, located at 4591 Santa Monica Boulevard, approximately 0.9 miles south of the Project Site.

Existing library services are expected to adequately serve the needs of future occupants of the Proposed Project. The LAPL Branch Facilities Plan (the “Plan”), adopted in 1988, sets standards for site selection of libraries and identified a list of projects in which existing branch libraries are to be renovated or new facilities constructed in order to bring library resources to the residents of the City in accordance with the standards in the Plan. The goals of the Plan were implemented with money received by two bond programs: Phase I of the Plan was implemented with funds from the 1989 Bond Program and Phase II by the 1998 Bond Program. Under the two bond programs, 64 library facilities have been renovated or built. As of October 2008, all of the projects identified under the Plan have been completed. At present, the Plan is going through a process of revision in which the list of projects for the LAPL through the year 2030 will be updated. There are no planned improvements to add capacity through expansion or development of new libraries in the Project area. However, the Proposed Project would generate revenues for the City’s General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of library facilities, staffing, and materials, as deemed appropriate. The Proposed Project’s contribution to the General Fund would help offset the Project-related increase in demand for library services. Further, the Proposed Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the General Plan Framework or Hollywood Community Plan. Moreover, the Proposed Project would not be anticipated to result in a substantial increase in demand that would necessitate new or physically altered facilities, the construction of which could cause environmental impacts. Therefore, the Proposed Project’s impacts upon library services would be considered less than significant.

3.0 Exceptions to the Categorical Exemptions

In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following exceptions:

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

a) *Location*

The Proposed Project does not qualify for a Class 3, 4, 5, 6, or 11 Categorical Exemption. As discussed herein, the Proposed Project qualifies under the Class 32 Categorical Exemption – “In-fill Development Projects.” Therefore, this exception does not apply to the Proposed Project.

b) *Cumulative Impacts*

Provided below are individual analyses of the cumulative impacts from traffic, noise, air quality, water quality, public services, and public utilities. In accordance with CEQA Guidelines Section 15300.2, this Categorical Exemption includes an evaluation of the Proposed Project’s cumulative

impacts to rule out the exception of cumulative impacts under Section 15300.2(b). Section 15300.2(b), Cumulative Impact, states that: “All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.”

In determining the cumulative impacts, the guidance provided under CEQA Guidelines Section 15064(h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project’s incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”

In light of the guidance summarized above, an adequate discussion of a project’s significant cumulative impact, in combination with other closely related projects, can be based on either: (1)

a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 3.1, Related Projects List, below. A total of 20 related projects were identified within a 0.5-mile radius of the Project Site. The locations of the related projects are shown in Figure 24, Location of Related Projects.

**Table 3.1
Related Projects List**

Project Number	Location/Address	Project Description	Size	Units
1	1515 N. Hillhurst Avenue	Apartments	202	du
		Retail	6,650	sf
		Restaurant	5,050	sf
		Coffee/Donut	3,025	sf
2	4900 W. Hollywood Boulevard	Apartments	150	du
		Retail	13,000	sf
3	1300 N. Vermont Avenue	Office	30,933	sf
4	4850 W. Hollywood Boulevard	Apartments	96	du
		Commercial	9,500	sf
5	4760 W. Sunset Boulevard	Medical Office	422,700	sf
		Retail	2,300	sf
		Parking	655,000	sf
6	1317 N. New Hampshire Avenue	Apartments	81	du
		Affordable Housing	11	du
7	1225 N. Vermont Avenue	Office	58	du
		Medical Office	1,320 1,925	sf sf
8	4649 W. Maubert Avenue	Apartments	153	du
9	4718 W. Franklin Avenue	Condominiums	6	du
10	4773 Hollywood Boulevard	Small Lot Homes	18	du
11	1335 N. New Hampshire Avenue	Apartments	31	du
12	1419-1423 N. New Hampshire Avenue	Apartments	62	du
13	1820 N. Berendo Street	Apartments	7	du
14	4470 W De Longpre Avenue; 1318 N. Lyman Place	Medical Office	95,995	sf
15	4708 W. Fountain Avenue	Coffee Shop	275	sf
16	4652 W. La Mirada Avenue	Single-Family	10	du
17	4845 W. Fountain Avenue	Restaurant	3,290	sf
18	1839 N. Kenmore Avenue	Single-Family	6	du
19	4531 W. Hollywood Boulevard	Restaurant	2,354	sf
20	4477 W. Hollywood Boulevard	Apartment	29	du

Notes: du = dwelling unit, sf = square feet
Source: Overland Traffic Consultants, Inc., December 2023, City of Los Angeles Department of City Planning, Bi-Weekly Entitlement Case Filings (as of September 9, 2023), accessed December 2023.

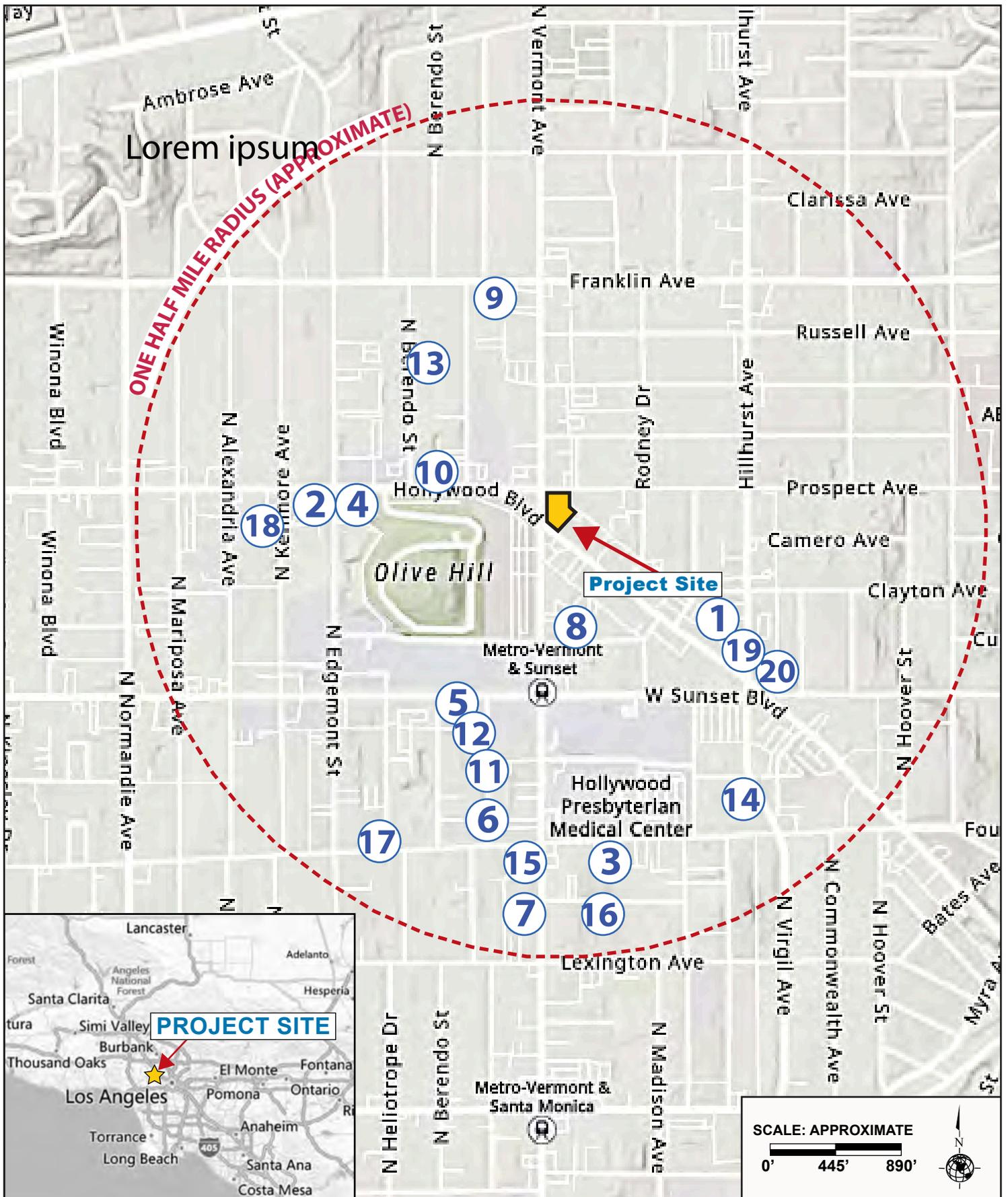


Figure 24
Location of Related Projects

Cumulative Haul Route impacts

Cumulative impacts associated with hauling activities were assessed by identifying haul routes from other approved or pending projects that would have the potential to have overlapping haul routes utilizing the same roadways as the proposed haul route. As shown in Table 3.2, below, there are five haul routes associated with other projects that could potentially utilize the same roadways or roadway segments as the proposed haul route (see Table 3.2, Related Haul Routes List and Figure 25, Locations of Related Haul Routes). The proposed haul route would generate a maximum of 78 trips per day over a period of 66 days. Assuming that the hauling activities for the related haul routes occur over the same period, up to 34 additional haul trips could occur on affected roadway segments, for a total number of haul truck trips of 112 daily trips. Each haul route approval for the related haul routes would include regulatory compliance measures and recommended conditions prepared by LADOT and LADBS to reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The cumulative impacts associated with the haul route is provided below.

**Table 3.2
Related Haul Routes List**

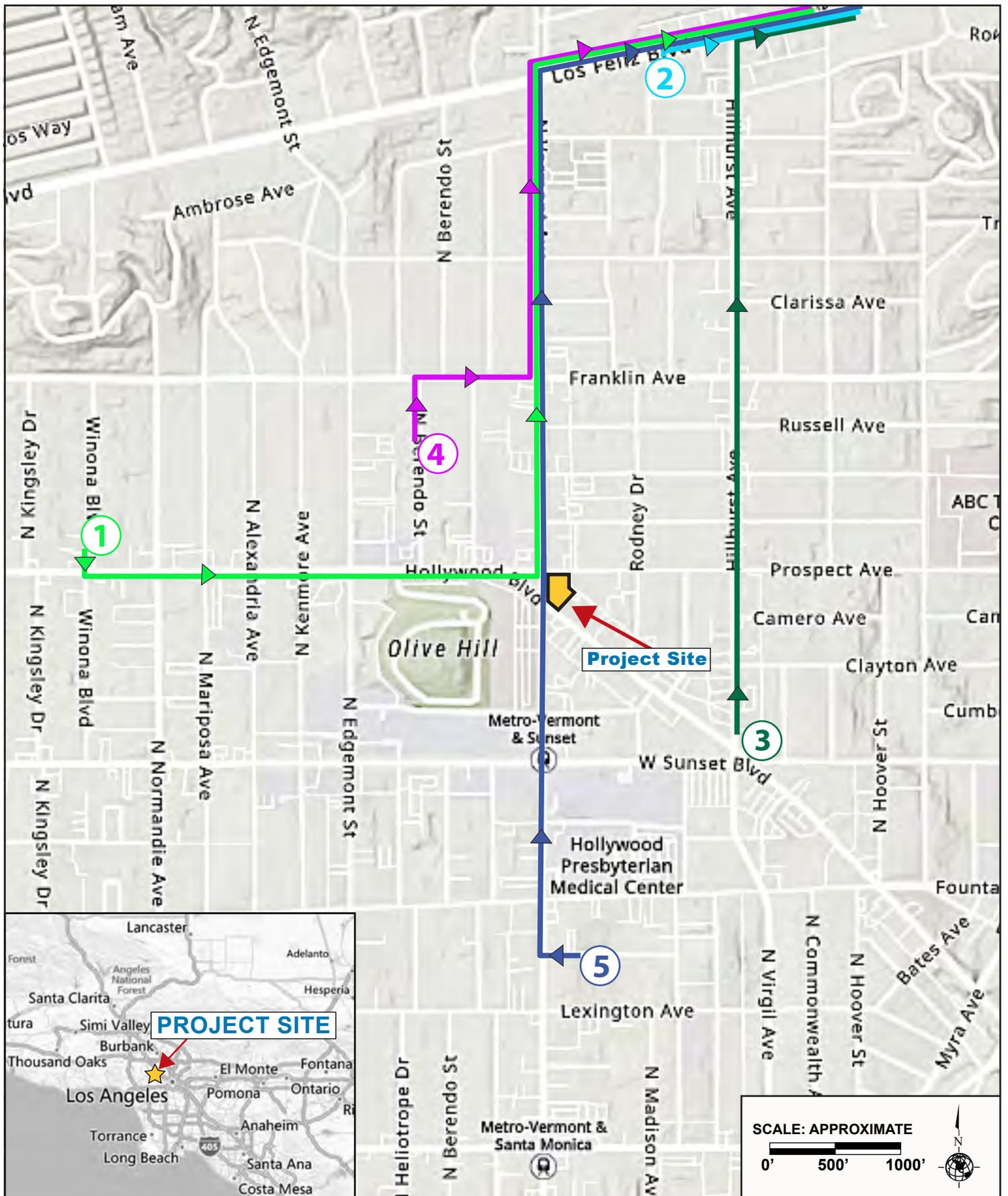
Haul Rte No. ^a	Haul Route Board File No.	Start Location	End Location	Total cubic yards of import/export	Intersecting Roadway with Proposed Haul Route	Estimated Haul Trucks per Day ^b
1	220029	1717 N. Winona Boulevard, 90047	7721 Scholl Canyon Access Road, 90041	2,305 cy	Vermont Avenue, Los Feliz Boulevard	8
2	230001	4544 W. Los Feliz Boulevard, 90027	7721 Scholl Canyon Access Road, 90041	10,252 cy	Los Feliz Boulevard	9
3	--	4477 W. Hollywood Boulevard	Pending	5,342 cy	Los Feliz Boulevard	10
4	--	1820 N. Berendo Street	Pending	250 cy	Vermont Avenue, Los Feliz Boulevard	4
5	--	4652 W. La Mirada Avenue	Pending	185 cy	Vermont Avenue	3

Notes:

^a Project Nos. 1 and 2 are located outside the 0.5 mile radius and are not identified in Table 3.1 above. These projects are included because portions of their haul routes intersect with the Proposed Project's haul route. Haul route 3 is associated with related project No. 20; haul route 4 is associated with related project No. 13; haul route 5 is associated with related project No. 16.

^b The number of haul trucks per day was estimated by dividing the total cubic yards of soil import/export with a haul truck capacity of 14 cy and the number of hauling days as specified in the permit. For pending permits where the number of hauling days are unknown, an estimate was provided.

Source: (1) City of Los Angeles, NavigateLA, website: <https://navigatea.lacity.org/navigatea/>, accessed February 2024; and (2) City of Los Angeles, ZIMAS, website: <https://zimas.lacity.org/>, accessed February 2024.



Source: City of Los Angeles, NavigatELA and ZIMAS, February 2024.

Figure 25
Location of Related Haul Routes

Cumulative Traffic Impacts

The City's TAG provides that long-term, or cumulative, effects will be determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans that are deemed to be consistent would have a less than significant cumulative impact on VMT. The Proposed Project is consistent with the underlying zoning and General Plan Land Use Designations. Pursuant to the LAMC, the minimum lot area per dwelling unit is 400 square feet, which equals a base density of approximately 77 dwelling units for the Project Site. Since the Proposed Project would reserve 12 percent of the total dwelling units as affordable units: 16 dwelling units for residents at the "Extremely Low Income" level and one unit at the "Moderate Income" level, the Proposed Project is eligible for an 80 percent increase in base density for a total of 139 dwelling units. Therefore, the Proposed Project's 139 dwelling units would be consistent with the allowed density on the Project Site, pursuant to the LAMC and the TOC. Additionally, SCAG's RTP/SCS encourages land use and growth patterns that facilitate transit and active transportation. The Project Site is an infill site within a Transit Priority Area as defined by CEQA. There are multiple bus lines with multiple bus stops within walking distance from the Project Site. Additionally, the closest Metro Station to the Project Site is the Vermont / Sunset Station, located within 0.25 mile (walking distance) from the Project Site. Therefore, as the Proposed Project is consistent with the growth projections of the RTP/SCS and would result in a less than significant impact under the TAG's VMT per capita threshold, the Proposed Project's cumulative traffic impacts would be less than significant.

Cumulative Noise Impacts

Development of the Proposed Project in conjunction with the 20 related projects identified in the Transportation Impact Study, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The nearest related project, Related Project No. 8 located at 4649 W. Maubert Avenue, is located approximately 0.2 miles south of the Project Site. Therefore, the buildings surrounding the proposed construction site would therefore attenuate construction noise by up to 10 dBA. As such, based on the distance to the Project Site and the existing intervening buildings, concurrent construction noise from Related Project No. 8 and the Proposed Project would not cause a cumulative construction noise impact. Construction noise from the related projects would be localized and would not have the potential to create a cumulative noise impact with the Proposed Project.

With respect to cumulative haul route impacts, the potential for cumulative hauling activities was assessed by identifying haul routes from other approved or pending projects that would have the potential to have overlapping haul routes utilizing the same roadways as the proposed haul route. As shown in Table 3.2, Related Haul Routes List and Figure 25, Locations of Related Haul Routes, above, assuming that all of the hauling activities for the related haul routes occur over the same period as the Project's hauling activities, the total cumulative haul truck volume resulting from the

Project plus the related projects is estimated to be 112 trucks per day (or approximately 20 haul trucks per hour on the haul route segments). This increase in temporary trips would be well below the maximum capacity of the streets within the proposed haul route. The proposed haul route is limited to Avenue II and Avenue I roadways, respectively, which accommodate high levels of traffic per day. For example, Los Feliz has a peak-hour traffic volume of approximately 950 vehicles.¹³ Vermont Avenue has a peak-hour traffic volume of approximately 1,300 vehicles.¹⁴ Comparatively, the cumulative volume of haul trucks would represent approximately 1.5 to 3 percent of the total peak hour traffic volume on these roadways. As it would take a doubling of traffic volume to increase the noise levels by 3 dBA, an increase of 1.5 to 3 percent of peak hour traffic would result in a less than significant noise impact on the affected roadway segments. Furthermore, similar to the Proposed haul route, each haul route approval for the related haul routes would be subject to regulatory compliance measures and recommended conditions prepared by LADOT and LADBS to reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Therefore, the cumulative noise impacts from the proposed haul route and related haul routes would be less than significant.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis, and cumulative operational noise would be less than significant.

Cumulative Air Quality Impacts

Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the project-specific significance thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be

¹³ 24 Hours Traffic Volume, City of Los Angeles, Department of Transportation, Traffic count data at Los Feliz Blvd. W/O Rodney Dr, 5/1/2003. <https://navigatela.lacity.org/print/temp/9D09524B-976B-0EC8-B1C3AF26858A4065.pdf?CFID=5690920&CFTOKEN=9a3b4d58aa26a31e-9C26527C-E34E-9DFC-7B645A42A89ECC10>

¹⁴ 24 Hours Traffic Volume, City of Los Angeles, Department of Transportation, Traffic count data at Frnklin Avenue and Vermont Ave., 10/24/2013. https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FRANKLIN.VERMONT.131024-AUTO.pdf

cumulatively significant.¹⁵ Thus, as discussed in more detail in the supporting analysis above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Further, each related project would quantify and address air quality emissions and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Additionally, estimated emissions from similar projects of this size and type are typically well below the regulatory thresholds of significance, such that multiple projects when viewed together are unlikely to exceed SCAQMD's regional thresholds. Therefore, cumulative air quality impacts would be less than significant.

Cumulative Greenhouse Gas Emissions Impacts

As stated previously in the Greenhouse Gas Emissions section of the supporting analysis above, the guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of GHG analyses for projects eligible for exemptions. Specifically, Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality..." There are no requirements to making findings about a project's effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the "[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project." An assessment of criteria air pollutant emissions and cumulative impacts have been prepared, as described herein. As there is no requirement for preparation of cumulative GHG analyses to validate the Class 32 exemption, the following cumulative analysis is provided for informational purposes only.

The GHG emissions from a mixed-use, multi-family residential and commercial project with 139 dwelling units and 13,690 square feet of commercial use is relatively small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.

¹⁵ *SCAQMD, White Paper On Potential Control Strategies To Address Cumulative Impacts From Air Pollution. Appendix D, August 2003 (At Page D-3).*

SCAG's 2020-2045 RTP/SCS, adopted in September 2020, is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Planning for more housing and jobs near transit was a strategy incorporated in SCAG's first RTP/SCS in 2012 and carried forward in the 2016 RTP/SCS with a focus on areas that are well served by transit. The Proposed Project is an infill development in a Transit Priority Area (TPA) and would be designed with sustainability features that are aimed at reducing overall GHG emissions.

The Proposed Project would also not conflict with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. The Proposed Project would comply with the building efficiency standards of the California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standards. Additionally, the Proposed Project would comply with the L.A. Green Building Code, which imposes more stringent green building requirements than those contained within the CALGreen Code and is applicable to the construction of every new building, every new building alteration with a permit valuation of over \$200,000, and every building addition unless otherwise noted. As such, any subsequent cumulative projects of a similar scale or nature would also be required to comply with applicable Title 24 Building Efficiency Standards, the L.A. Green Building Code, and incorporate GHG reducing measures as required. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Cumulative Water Quality Impacts

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the Hollywood Community within the City of Los Angeles. As discussed further in the supporting analysis above, the Project Site and the surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the surrounding area is highly developed with impervious surfaces. The surrounding area has long been developed and is heavily urbanized and improved with various residential and commercial buildings; thus, subsequent projects are not likely to result in a significant change from existing conditions with regards to runoff quantity. Nonetheless, under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ -inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of

surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

Cumulative Water Demand Impacts

Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2020 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2045, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS and account for estimated increases in population (and by association the development of subsequent projects) in the surrounding area. The Proposed Project's contributions to population and housing growth would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Proposed Project are accounted for in the 2020 UWMP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2020 UWMP, and cumulative impacts associated with increased water demand would be less than significant.

Cumulative Sewer Impacts

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater demand would be less than significant.

Cumulative Solid Waste Impacts

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Further, new programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals.

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. However, the cumulative operational solid waste generation of the related projects and Proposed Project would represent a small fraction of the remaining capacity of the Sunshine Canyon Landfill, which currently has a remaining permitted capacity of approximately 54.1 million tons. Additionally, all subsequent related projects would be individually evaluated, and any related project would be required to mitigate any potential waste impacts, and new landfill facilities would be developed, if necessary. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

Cumulative Impacts to Fire Services

The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

Cumulative Impacts to Police Services

The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Cumulative Impacts to Schools

The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” With the payment of School Development Fee, any future school infrastructure would be developed as needed, and thus the cumulative impacts on schools from the Proposed Project and any subsequent project would be less than significant.

Cumulative Impacts to Parks

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City’s existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park and recreation mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, any future park infrastructure would be developed as needed; therefore, the Proposed Project

would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Cumulative Impacts to Libraries

Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Additionally, any future growth and development would analyze potential impacts on library services, and future library infrastructure would be developed as needed. Thus, the additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

Cumulative Impacts Summary (Class 32)

As presented in the analysis above, the Proposed Project would not result in any significant cumulative impacts from traffic, noise, air quality, water quality impacts, or utilities and public services. The Proposed Project would be consistent with the use type and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

c) Significant Effect / Unusual Circumstances

As noted in the supporting analyses above, there are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions. The Proposed Project would not result in any significant impacts from noise, traffic, air quality, water quality impacts, or utilities and public services. The Project Site is located in an urbanized area of the Hollywood Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is C2-1D with a General Plan land use designation of Highway Oriented Commercial. The Proposed Project would be consistent with the designated zoning and would adhere to all requirements of the LAMC, with the approval of the TOC Incentives. There are no features of the Proposed Project, such as its size or location, that distinguish it from others in the exempt class. As such, there are no unique or unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

d) Scenic Resources

The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan or a State scenic highway as identified by the Department of Transportation.¹⁶ The closest designated State scenic highway is the Topanga Canyon State Scenic Highway, State Route 27, which is located approximately 22 miles west of the Project Site. Neither N. Vermont Avenue, Hollywood Boulevard, nor Prospect Avenue are designated as a scenic highway. Further, there are some ornamental vegetation/shrubs located on the Project Site along N. Vermont Avenue and Hollywood boulevard, however, there are no protected trees or unique geologic features on-site. However, the removal and replacement of street trees would be subject to the review and approval of the Department of Public Works, Urban Forestry Division. None of the trees on-site and in the public right-of-way are protected tree species as defined under the City's Protected Tree Ordinance (LAMC Section 17.02). Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the Project Site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would not damage any scenic resources within an officially designated scenic highway.

e) Hazardous Materials

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination (see *Attachment 1, Figure 3, to this Categorical Exemption*). Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the EPA have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or clean-up problems.

Additionally, a Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project Site, by Western Environmental Engineers Co., dated December 5, 2014 (*Attachment 7 of this Categorical Exemption*). The purpose of the Phase I ESA was to address on-site impacts of chemical use, storage and management, and any potential liabilities due to past and/or current practices associated with the use, storage, treatment, and/or disposal of hazardous waste on the Project Site. The Phase I ESA concluded that no evidence of any recognized environmental conditions (RECs) or potential environmental conditions (PECs) in connection with the Project Site exist. The Phase I ESA determined that no further investigation at the Project Site is

¹⁶ *California Scenic Highway Mapping Systems: <https://Dot.Ca.Gov/Programs/Design/Lap-Landscape-Architecture-And-Community-Livability/Lap-Liv-I-Scenic-Highways>, Accessed December 2023.*

warranted. Therefore, the Phase I ESA further supports that the Project Site is not hazardous and would not impact future residents of the Proposed Project.

f) Historic Resources

A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The Proposed Project involves demolishing and site clearing the existing two commercial buildings and surface parking lot. A Historical Resource Technical Report¹⁷ (*See Attachment 2 to this Categorical Exemption*) was prepared to determine if the Proposed Project would impact any historical resources, to identify historical resources on and in the vicinity of the Project Site, and to assess any potential impacts the Proposed Project may have on identified historical resources. The Historical Resource Technical Report concluded that the Proposed Project would have no direct impact on historical resources.

The commercial buildings located on the Project Site are not currently listed under national, state, or local landmark or historic district programs and are not included as significant in any historic resource surveys of the area, including SurveyLA. Given the fact that the buildings are over 45 years of age, GPA evaluated the buildings' eligibility for national, state, and local landmark and historic district designation. After careful inspection, investigation, and evaluation, GPA concluded that both buildings are not eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources and are not eligible for designation as a Los Angeles Historic-Cultural Monument due to a lack of significance.

The Historical Resource Technical Report also analyzes the potential for the Proposed Project to result in indirect impacts on the historical resources in the vicinity of the Project Site. There are 23 historical resources in the area, including four historic districts, and 16 individual historical resources identified as eligible for national, state, and/or local landmark designation through SurveyLA, as well as two historical resources designated as Los Angeles Historic-Cultural Monuments (HCM). One historical resource, Barnsdall Park, has multiple designations with slightly different boundaries and contributing buildings and structures. These designations include: Barnsdall Park (HCM No. 34); Barnsdall Park (National Register); Aline Barnsdall Complex (NHL); and Hollyhock House (UNESCO World Heritage). Barnsdall Park is referred to as one historical resource for the purposes of the Historical Resource Technical Report. Two historical resources, the Hollyhock House (HCM No. 12) and Barnsdall Park Arts Center (HCM No. 33), are individually designated as HCMs.

The Historical Resource Technical Report concluded that the Project Site is located outside the parcel boundaries of the 16 potential historical resources in the study area and therefore, would not impact their integrity of immediate setting. The Proposed Project would not impact the setting of the three historical resources, 16 potential historical resources, and four potential historic

¹⁷ *Historical Resource Technical Report, 1666 N. Vermont Avenue, Los Angeles, California, Prepared By GPA Consulting, August 2020.*

districts in the study area such that the integrity of the historical resources would be diminished to a level where they would no longer be eligible for UNESCO, Federal, State, or local landmark designation. While the Proposed Project would introduce a new visual element to the study area, the integrity of setting is not a key aspect of the integrity of these historic resources, potential historical resources, and potential historic districts to convey their significance because their design is not a reflection of their immediate environment. The 16 potential historical resources would also remain highly visible and continue to be prominent features of the blocks on which they are located. Therefore, the Proposed Project would not result in a substantial adverse change to the immediate surroundings of these historical resources to the degree that they would no longer be eligible for listing under national, state, or local landmark programs.

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ATTACHMENT 1

Figures of the Project Site

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Figure 1 Stormwater Information Map

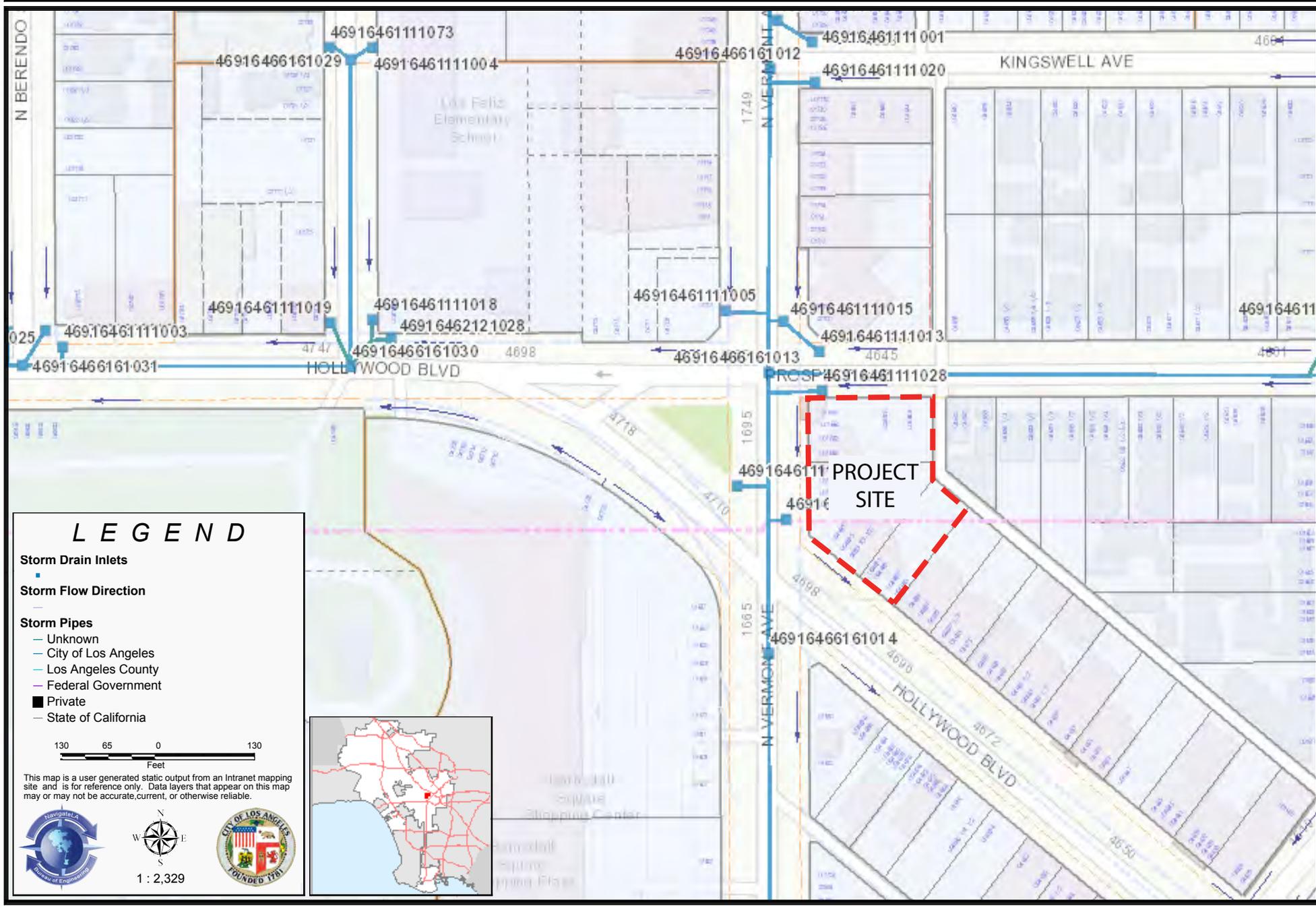
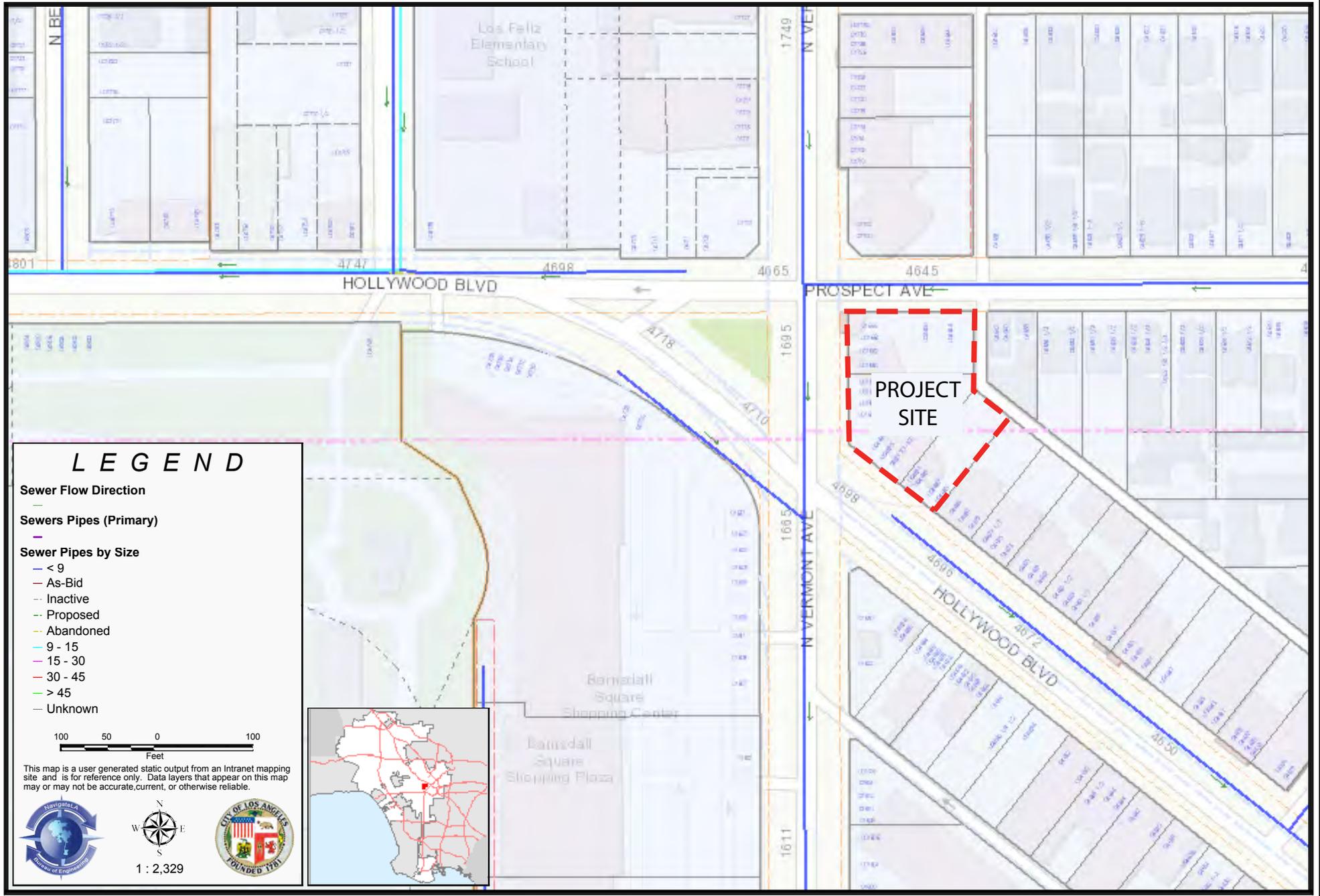


Figure 2 Sewer Information Map



ENVIROSTOR

Sites and Facilities

Cleanup Sites

- Federal Superfund
- State Response
- Voluntary Cleanup
- School Cleanup
- Evaluation
- School Investigation
- Military Evaluation
- Tiered Permit
- Corrective Action

STATUS

All Statuses ▼

Permitted Sites

- Operating
- Post-Closure
- Non-Operating

Other Sites

- ▲ [GeoTracker LUST Cleanup](#)
- ▲ [GeoTracker Cleanup Program](#)
- ▲ [GeoTracker Military Cleanup](#)

GIS Layers

Tools

TAKE A TOUR SHARE THIS MAP

1666 North Vermont Avenue, Los Angeles, CA, USA Map Address

SITES CURRENTLY VISIBLE ON MAP 0 SITES LISTED [EXPORT THIS LIST TO EXCEL](#)

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
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ATTACHMENT 2

Historical Resource Technical Report
GPA Consulting,
August 2020.

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1666 N. Vermont Avenue
Los Angeles, California



Historical Resource Technical Report

Prepared by:

CONSULTING

G P A

August 2020



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EXECUTIVE SUMMARY

The purpose of this report was to determine if a proposed project (the Project) in the Hollywood Community Plan Area of the City of Los Angeles would impact any historical resources subject to the California Environmental Quality Act (CEQA). The Project involves one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. The Project site is improved with two buildings both constructed in the 1960s, a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue. Both are associated with the Assessor Parcel Number (APN) 5542-001-022. The Project involves demolishing the two buildings and constructing a new seven-story mixed-use building.

GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on identified historical resources, and to recommend mitigation measures as appropriate. As the Project would involve new construction, GPA established a study area to account for potential impacts on historical resources identified in the vicinity. The study area includes the Project site as well as parcels or portions of parcels to the north, south, east, and west within approximately 1,000 feet of the Project site. There are 23 historical resources in the study area, including 16 individual historical resources and 4 historic districts identified as eligible for national, state, and/or local landmark designation through SurveyLA, as well as 2 historical resources designated as Los Angeles Historic-Cultural Monuments (HCM). One historical resource has multiple designations, which include listing in the National Register of Historic Places, designation as a National Historic Landmark, designation as an HCM, and listing as a UNESCO World Heritage site.

The buildings located at 1666 and 1670 N. Vermont Avenue are not currently listed under national, state, or local landmark or historic district programs and are not included as significant in any historic resource surveys of the area, including SurveyLA. Given the fact that the buildings are over 45 years of age, GPA evaluated the buildings' eligibility for national, state, and local landmark and historic district designation. After careful inspection, investigation, and evaluation, GPA concluded that both buildings are not eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources and are not eligible for designation as a Los Angeles Historic-Cultural Monument due to a lack of significance.

The threshold for determining significant impacts on historical resources in the State CEQA Guidelines is whether the proposed project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration of the resource or its immediate vicinity such that the historical resource is materially impaired. As the existing buildings on the Project site that would be removed do not meet the definition of a historical resource according to CEQA, the Project would have no direct impacts on historical resources.

The indirect impacts from the Project were also analyzed. It was concluded that the Project would have no impact on the identified historical resources in the study area. The new buildings would introduce a new visual element to the immediate surroundings of the historical resources; however, the Project would not result in a substantial adverse change to the integrity of these historical resources to the degree that they would no longer be eligible for listing as historical resources defined by CEQA. The historical resources would not be materially impaired by the Project. No mitigation is required or recommended.

1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to determine if a proposed project (the Project) in the Hollywood Community Plan Area of the City of Los Angeles would impact any historical resources subject to the California Environmental Quality Act (CEQA). The Project involves one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. The Project site is improved with two buildings both constructed in the 1960s, a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue. Both are associated with the Assessor Parcel Number (APN) 5542-001-022. The Project involves demolishing the two buildings and constructing a new seven-story mixed-use building.

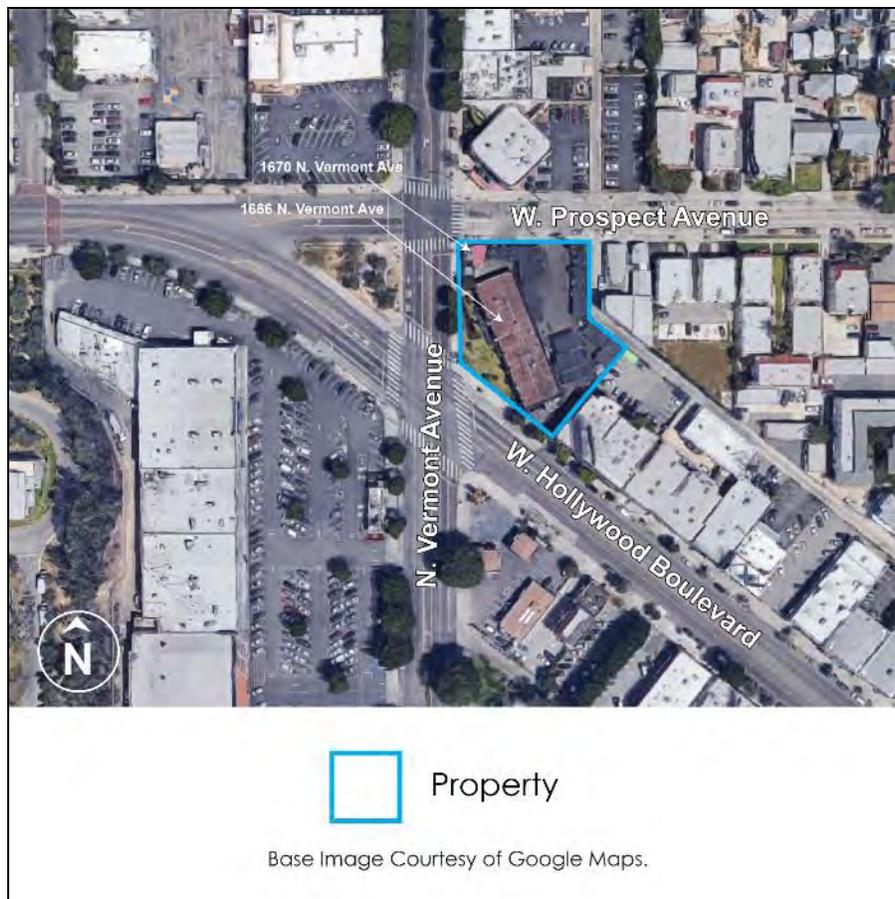


Figure 1: Location of Project site

GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on the identified historical resources, and to recommend mitigation measures, as warranted, for compliance with CEQA. Emily Rinaldi was responsible for the preparation of this report. She fulfills the qualifications for a historic preservation professional outlined in Title 36 of the Code of Federal Regulations, Part 61. Her résumé is attached in Appendix A.

1.2 Methodology

To identify potential historical resources and assess potential project impacts, GPA performed the following tasks:

1. Conducted a field inspection of the Project site and vicinity to determine the scope of the study. As the Project involves new construction, the study area was identified as the Project site and adjacent parcels or portions of parcels to the north, south, east, and west within approximately 1,000 feet of the Project site (see Figure 2). This study area was established to account for potential impacts on historical resources in the vicinity. Parcels beyond this study area were not included because the Project would have no potential to directly or indirectly impact the buildings on these distant parcels or their surrounding setting. The buildings and streets surrounding the Project site create a geographic and visual separation between the parcels beyond the study area and the Project site. The Project site therefore cannot be reasonably considered part of the environmental setting of historical resources beyond the study area due to this intervening space.



Figure 2: Project site and study area



2. Requested a records search from the South Central Coastal Information Center to determine whether or not the two buildings on the Project site are currently listed as a landmarks or part of a historic district under national, state, or local programs and whether or not the buildings have been previously identified or evaluated as historical resources. This involved a review of the California Historical Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities.

This research revealed that neither building on the Project site is included in CHRIS. One historical resource located in the study area is listed in the National Register and designated as a National Historic Landmark.

3. Consulted the United Nations Educational, Scientific, and Cultural Organization (UNESCO) World Heritage List to determine if the Project site or any properties within the study area are listed. This research revealed that one historical resource located within the study area is listed as part of *The 20th-Century Architecture of Frank Lloyd Wright*, a multi-property listing of eight individual properties.
4. Consulted the Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, to determine if the Project site or any properties within the study area are designated Los Angeles Historic-Cultural Monuments (HCM) or within a designated Historic Preservation Overlay Zone (HPOZ). This research revealed that there are three designated HCMs located within the study area.
5. Consulted the findings of SurveyLA, the citywide historic resources survey of Los Angeles, to determine if the buildings on the Project site or properties within the study area were identified as potential historical resources. Sixteen individual properties and four historic districts were identified. A description of the historical resources within the study area can be found in Section 3.2.
6. Determined that the two existing buildings on the Project site should be evaluated as potential historical resources. Notwithstanding the fact that they were not identified by SurveyLA, the buildings are over 45 years of age.
7. Assessed the physical integrity of the buildings on the Project site during the field inspection. Digital photographs of the buildings' exteriors were also taken.
8. Conducted research into the history of the Project site and buildings thereon. Dates of construction and subsequent alterations were determined by the building permit record as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, and historic maps and aerial photographs.
9. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the *Los Angeles Citywide Historic Context Statement* to identify the appropriate CTPs under which to evaluate the buildings at 1666 and 1670 N. Vermont Avenue.



10. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the buildings on the Project site as potential historical resources.
11. Reviewed and analyzed the conceptual plans and related documents to determine if the Project would have an indirect impact on the identified historical resources as defined by CEQA (see Appendix D for the Entitlement Submittal).

2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹ The UNESCO World Heritage program, National Historic Landmarks program, National Register, California Register, and local designation programs are discussed below.

2.1 UNESCO World Heritage

UNESCO World Heritage sites are exceptional cultural and natural heritage properties located throughout the world that have been identified as having “outstanding universal value,” and are therefore worthy of special protection. UNESCO adopted the *Convention Concerning the Protection of the World Cultural and Natural Heritage* in 1972, which outlines the duties of the State Parties to the Convention in identifying potential sites and their role in protecting and preserving them.

Criteria

To be eligible for listing as a UNESCO World Heritage site, a property must meet one or more of the following ten established criteria:

- i. To represent a masterpiece of human creative genius;
- ii. To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;
- iii. To bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;
- iv. To be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;
- v. To be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the

¹ Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).



environment especially when it has become vulnerable under the impact of irreversible change;

- vi. To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);
- vii. To contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;
- viii. To be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;
- ix. To be outstanding examples representing significant on-going ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;
- x. To contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of Outstanding Universal Value from the point of view of science or conservation.²

Authenticity and Integrity

In addition to meeting one or more of the criteria listed above, a property must also meet the conditions of integrity and/or authenticity. The conditions of integrity and authenticity are noted below.

*Authenticity*³

Properties nominated under criteria (i) to (vi) must meet the conditions of authenticity. Depending on the type of cultural heritage, and its cultural context, properties may be understood to meet the conditions of authenticity if their cultural values (as recognized in the nomination criteria proposed) are truthfully and credibly expressed through a variety of attributes including:

- Form and design;
- Materials and substance;
- Use and function;
- Traditions, techniques and management systems;
- Location and setting;
- Language, and other forms of intangible heritage;
- Spirit and feeling; and

² United Nations Educational, Scientific, and Cultural Organization (UNESCO), *Operational Guidelines for the Implementation of the World Heritage Convention* (Paris: World Heritage Center, 2017), 77-78.

³ Ibid, 26.



- Other internal and external factors.

*Integrity*⁴

For properties nominated under criteria (i) to (vi), the physical fabric of the property and/or its significant features should be in good condition, and the impact of deterioration processes controlled. A significant proportion of the elements necessary to convey the totality of the value conveyed by the property should be included. Relationships and dynamic functions present in cultural landscapes, historic towns or other living properties essential to their distinctive character should also be maintained.

For all properties nominated under criteria (vii) - (x), bio-physical processes and landform features should be relatively intact. However, it is recognized that no area is totally pristine and that all natural areas are in a dynamic state, and to some extent involve contact with people. Human activities, including those of traditional societies and local communities, often occur in natural areas. These activities may be consistent with the Outstanding Universal Value of the area where they are ecologically sustainable.⁵

Boundaries and Buffer Zones

Lastly, to be eligible for listing as a UNESCO World Heritage site, a property must demonstrate that it has an adequate protection and management system to ensure its safeguarding, including long-term legislative, regulatory, institutional, and/or traditional protection and management systems. Protection also includes adequately delineated property boundaries and buffer zones. The definitions of property boundaries and buffer zones as outlined in UNESCO's *Operational Guidelines for the Implementation of the World Heritage Convention* are summarized below.

Boundaries for properties listed under criteria (i)–(vi) include “all those areas and attributes which are a direct tangible expression of the Outstanding Universal Value of the property, as well as those areas which in the light of future research possibilities offer potential to contribute to and enhance such understanding.”⁶ Boundaries for properties listed under criteria(vii)–(x) reflect the spatial requirements of habitats, species, processes or phenomena that provide the basis for their inscription on the World Heritage List. These boundaries of the nominated property may coincide with one or more existing or proposed protected areas, such as national parks or nature reserves, biosphere reserves or protected cultural or historic districts or other areas and territories. While such established areas for protection may contain several management zones, only some of those zones may satisfy requirements for inscription.

For the purposes of effective protection of the nominated property, a buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property.⁷ This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection.

⁴ UNESCO, 27-28.

⁵ There are additional conditions of integrity for properties nominated under criteria (vii) to (x) that are not listed in this report because they pertain to natural and cultural landscapes.

⁶ UNESCO, 30.

⁷ Ibid.



2.2 National Historic Landmarks

National Historic Landmarks (NHL) are “properties of exceptional value to the nation as a whole” designated to “encourage the long-range preservation of nationally significant properties that illustrate or commemorate the history and prehistory of the United States.”⁸

Criteria

To be eligible for designation as an NHL, a property must be at least 50 years of age and must “possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering and culture.”⁹ A property of potential national significance must meet one or more of the following six established criteria:

1. Associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.
2. Associated importantly with the lives of persons nationally significant in the history of the United States.
3. Represent some great idea or ideal of the American people.
4. Embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for a study of a period, style, or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction.
5. Composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture.
6. Have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may be reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.

Integrity

In addition to possessing national significance, a property must also possess a high degree of integrity in order to be eligible for designation as an NHL. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”¹⁰ The National Register and National Historic Landmark programs use the same seven aspects of historical integrity to evaluate properties. (See Section 2.2 for the seven aspects of historical integrity.) However, NHLs must retain a higher degree of integrity than required for NR listing. A property must not have been more than modestly modified or has not deteriorated since its period of national significance.

⁸ Title 36 Code of Federal Regulations Part 65.1 and 65.2.

⁹ Title 36 Code of Federal Regulations Part 65.4.

¹⁰ *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 44-45.



2.3 National Register of Historic Places

The National Register is “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”¹¹

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of “exceptional importance”) and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: ¹²

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”¹³ A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”¹⁴ Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

¹¹ Title 36 Code of Federal Regulations Part 60.2.

¹² Title 36 Code of Federal Regulations Part 60.4.

¹³ *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.

¹⁴ *National Register Bulletin #15*, 44-45.



2.4 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.¹⁵

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.¹⁶

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.¹⁷

¹⁵ Public Resources Code §5024.1 (a).

¹⁶ Public Resources Code §5024.1 (d).

¹⁷ Public Resources Code §4852.



The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:¹⁸

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

- 1S** Individual property listed in the National Register by the Keeper. Listed in the California Register.
- 3S** Appears eligible for the National Register as an individual property through survey evaluation.

¹⁸ Public Resources Code §5024.1.



- 3CS** Appears eligible for the California Register as an individual property through survey evaluation.
- 5S1** Individual property that is listed or designated locally.
- 5S3** Appears to be individually eligible for local listing or designation through survey evaluation.
- 6Z** Found ineligible for the National Register, California Register, or local designation through survey evaluation.
- QQQ**¹⁹ Properties requiring additional research to evaluate or that cannot be evaluated due to limited or no visibility.

2.5 Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance²⁰ in 1962 and amended it in 2018 (Ordinance No. 185472). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). The Commission comprises five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The three criteria for HCM designation are stated below:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state or community; or
2. The proposed HCM is associated with the lives of historic personages important to national, state or local history; or
3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

3. ENVIRONMENTAL SETTING

3.1 Description and History of the Study Area²¹

The study area includes adjacent parcels or portions of parcels to the north, south, east, and west within approximately 1,000 feet of the Project site (see Figure 2). The surrounding streets include Sunset Boulevard, a major six-lane thoroughfare with two-way traffic traveling east-west and a center turning lane. W. Hollywood Boulevard and W. Prospect Avenue are both major four-lane thoroughfares with two-way traffic traveling east-west and a center turning lane. N. Vermont Avenue is also a major four-lane thoroughfare with two-way traffic traveling north-south and a

¹⁹ Developed by the Los Angeles Office of Historic Resources for SurveyLA; not included in the California Historic Resource Status Codes.

²⁰ Los Angeles Administrative Code §22.171 of Article 1, Chapter 9, Division 22.

²¹ Adapted from Historic Resources Group, "Historic Resources Survey Report: Hollywood Community Plan Area," *SurveyLA Los Angeles Historic Resources Survey* (City of Los Angeles Office of Historic Resources, August 2011, revised November 2015), 6-9.



center turning lane. The remaining streets are all two-lane thoroughfares with two-way traffic traveling either north-south or east-west, and include N. Edgemont Street, N. Berendo Street, N. New Hampshire Avenue, N. Hillhurst Avenue, N. Rodney Drive, N. Lyman Place, W. Maubert Avenue, and W. Russell Avenue. The surrounding buildings are generally low-to-mid-rise residential, commercial, mixed-use, and institutional buildings constructed between the 1910s and 1990s. Other parcels or portions of parcels remain undeveloped and are currently being used as surface parking lots.

Hollywood began as a small agricultural community in the nineteenth century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. The agricultural character of the community changed in the early twentieth century as large real estate tracts were developed, transforming the community into a bustling suburb of Los Angeles.

In 1900, the first electric streetcar track was completed along Hollywood Boulevard (then Prospect Avenue). Other streetcar lines soon followed, including along Melrose Avenue, La Brea Avenue, Santa Monica Boulevard, Highland Avenue, Vine Street, Western Avenue, Vermont Avenue, Virgil/Hillhurst Avenues, Kenmore Avenue, Fountain Avenue, Talmadge Street, Hyperion Avenue, Los Feliz Boulevard, and Beachwood Drive.

In 1903 the City of Hollywood was officially incorporated, and in 1910 it was consolidated to the City of Los Angeles. The pre-consolidated area boundary is generally defined by the southernmost portion of the Hollywood Hills to the north, Fountain Avenue to the south, Crescent Heights Boulevard to the west, and Mariposa Street to the east.

There are extant examples of pre-consolidation era residential development in Hollywood, although these are relatively rare. These range from sprawling estates encompassing tens of acres, to large residences with substantial gardens, to more modest suburban residences. The population of Hollywood during this early period was quite diverse, from cultural immigrants, such as French painter Paul de Longpre, to American transplants, such as Midwestern banker Gordon Wattles. Due to the large number of estates in the area, there was also a substantial local working class that was employed as caretakers and service workers; in Hollywood many of these were of Japanese and Scottish origin.

The most significant factor in the development of Hollywood in the twentieth century was the entertainment industry. Film production began in Hollywood in 1911, and quickly grew into a significant economic force. As the popularity of motion pictures grew, more physical facilities related to motion picture production were constructed in Hollywood. In 1919 the City established a series of industrial zones specifically designated for motion picture use. The largest and most significant of these is located in the heart of Hollywood. Industrial resources include intact motion picture studio plants and a wide variety of support services dating to the 1920s. Due to its key role in the motion picture industry, Hollywood later became a center for radio, television, and record production. The burgeoning entertainment industry brought about the development of thriving business districts along Hollywood Boulevard, Vine Street, and Sunset Boulevard.

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. The rapidly expanding film business attracted migrants from around the United States and around the globe, resulting in a true “melting pot.” For a period of time preceding World War II, the entertainment industry also became a refuge for émigrés from

Eastern Europe. To accommodate the growing population of newcomers, there was a sharp increase in residential development. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types. The integrity of many of these properties is poor and intact neighborhoods of early twentieth-century studio-adjacent residences are now rare.

The bungalow court has particular significance in Hollywood, as large colonies of courts were built just blocks away from the studios. These were developed primarily in the 1920s, and reflect the prevalent architectural styles of the period. While many of these properties have been lost, Hollywood still contains a substantial population of bungalow courts. During the 1920s, there was also significant residential development in the Hollywood Hills, in particular in Los Feliz, Laurel Canyon, and Beachwood Canyon. Several residential developments from this period were specifically marketed to people working in the entertainment industry, with advertisements touting their proximity to the Hollywood studios.

Density in Hollywood increased substantially following World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. By the 1950s, entertainment industry-related properties began to spread out throughout the greater Los Angeles area, and the major industry in Hollywood shifted to tourism. During the late 1950s the iconic Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.

Also, during this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides. Hollywood contains residential and commercial properties designed by a number of important Modernists, including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses. Community and residential densities continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.

By the 1980s the Hollywood community was in a state of economic decline; the Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

By the start of the new millennium, Hollywood began to experience a resurgence that continues today. The establishment of the city's Adaptive Reuse ordinance greatly facilitated the reuse of under-utilized historic buildings into new housing. New, largescale mixed-use projects—Hollywood & Highland (including the Kodak Theater), the Renaissance Hotel, the W Hotel at Hollywood and Vine—along with the Red Line subway stations, have helped to revitalize Hollywood's streets and



its economy, bringing with it an influx of new residents and tourists, higher rents, and new development pressures.

Today, Hollywood contains a wide range of resource types, including single- and multi-family residences, along with commercial, institutional, and industrial properties. Extant properties remain from every significant period of development in Hollywood, and together they represent an impressive range of historical themes and property types.

3.2 Historical Resources in the Study Area

There are three historical resources located in the study area. Historical Resources are defined as properties that are listed under national, state, or local landmark or historic district programs. Barnsdall Park is designated under multiple international, federal, state, and local landmark programs. The boundaries as well as the contributing buildings and structures vary between each designation. These designations include: Barnsdall Park (HCM No. 34); Barnsdall Park (National Register); Aline Barnsdall Complex (NHL); and Hollyhock House (UNESCO World Heritage). Barnsdall Park is referred to as one historical resource for the purposes of this report. The Hollyhock House (HCM No. 34) and Barnsdall Park Arts Center or Residence A (HCM No. 33) are individually listed as HCMs. Each individual HCM is referred to as a separate historical resource for a total of three historical resources in the study area. The boundaries of the overlapping designations for Barnsdall Park are illustrated below (see Figure 3). The contributing buildings and structures to each designation are also noted below.

There are 16 potential historical resources and 4 potential historic districts located in the study area (see Figure 3). Potential historical resources and historic districts are defined as properties or districts that have been identified as eligible in historic resources surveys completed within the last five years, such as SurveyLA. For the purposes of CEQA review, individual properties and districts identified as eligible for national, state, and/or local landmark designation through SurveyLA are presumed to be historical resources.²²

One of the potential historical resources within the study area, the LADWP Distributing Station No. 54, was identified but not evaluated by SurveyLA. In order to provide a conservative analysis under CEQA, this property is treated as a historical resource for the purposes of this report.

²² State CEQA Guidelines §15064.5.

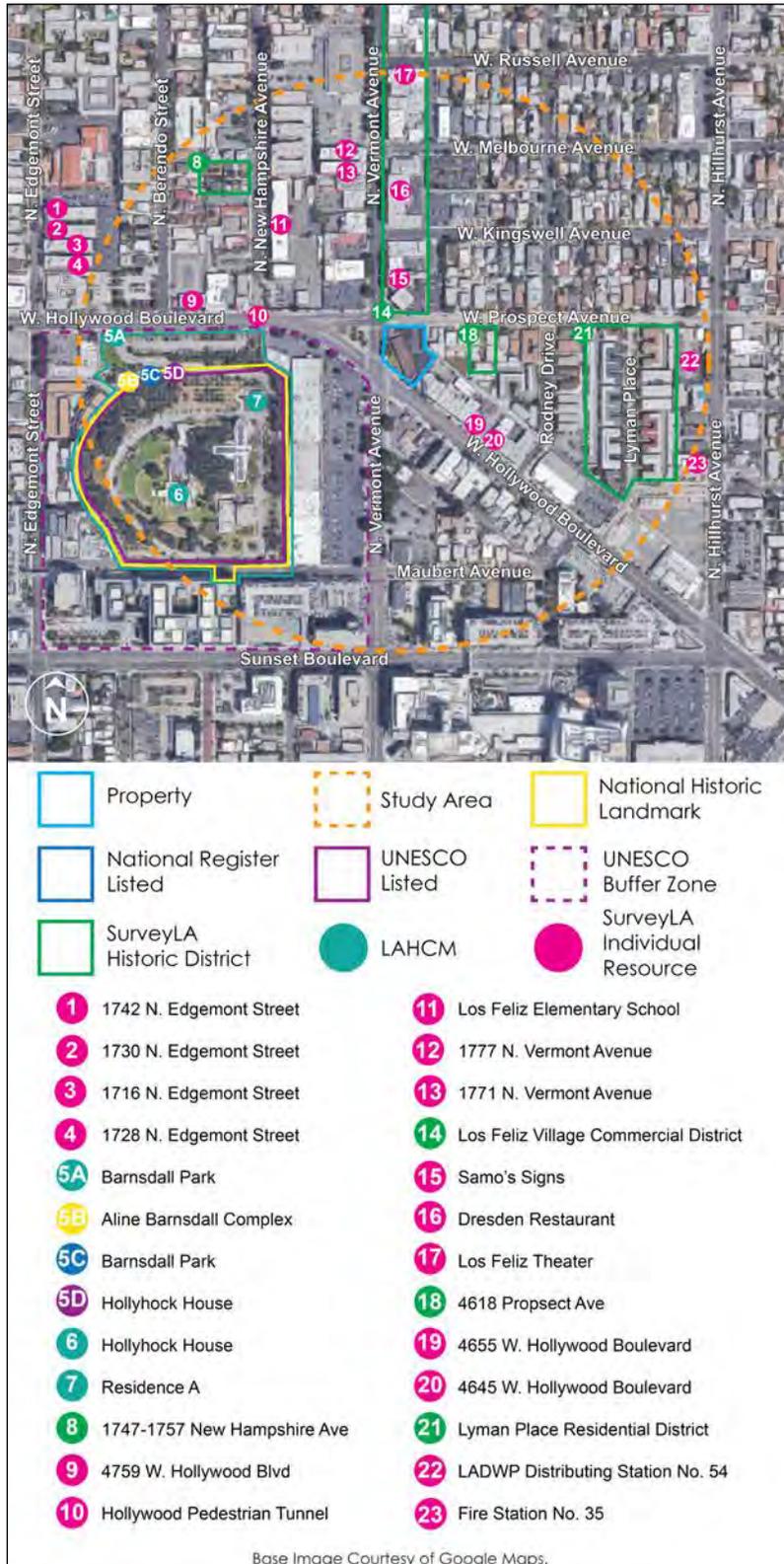


Figure 3: Location of historical resources in the study area

The historical resources in the study area are pictured and described below. See Section 2.2 for the definitions of the Status Codes associated with each historical resource.



1. 1742 N. Edgemont Street (3S, 3CS, 5S3)

1742 N. Edgemont Street, also known as the Banbury Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1929. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the south at 1730 N. Edgemont Street.

(See Above)

2. 1730 N. Edgemont Street (3S, 3CS, 5S3)

1730 N. Edgemont Street, also known as the Banbury Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1929. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the north at 1742 N. Edgemont Street.



3. 1716 N. Edgemont Street (3S, 3CS, 5S3)

1716 N. Edgemont Street, also known as the Edgemont Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1928. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the south at 1728 N. Edgemont Street.

(See Above)

4. 1728 N. Edgemont Street (3S, 3CS, 5S3)

1728 N. Edgemont Street, also known as the Edgemont Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1928. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to

the adjacent building to the north at 1716 N. Edgemont Street.



5A. Barnsdall Park (5S1)

Barnsdall Park is located to the west of the Project site. It is an eleven-acre park sited on the summit of Olive Hill and the north slope fronting Hollywood Boulevard between N. Edgemont Street and N. Vermont Avenue. There are several buildings and structures located within the park. The Aline Barnsdall Residence (Hollyhock House), Garage/Chauffer's Quarters, Animal Cages, Barnsdall Park Arts Center (Residence A), and Spring House were designed by architect Frank Lloyd Wright and constructed between 1919 and 1921. The Schindler Terrace was designed by architects Rudolph M. Schindler and Richard J. Neutra using features previously designed by Wright and constructed between 1924-1925. The Junior Arts Center and Municipal Art Gallery are also located within the park. The Junior Arts Center was designed by Hunter & Benedict with Kahn, Farrell & Associates and completed in 1967. The Municipal Art Gallery was designed by Wehmueller and Stephens and completed in 1971.



Barnsdall Park meets Criterion 1 for HCM designation for its history as a cultural center and municipally owned park. It meets Criterion 2 for its significant association with oil heiress, Aline Barnsdall. It meets Criterion 3 as a significant example of a master planned cultural center for the performing arts. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright. The boundaries of the site consist of the entire municipal park parcel owned and operated by the City of Los Angeles Department of Cultural Affairs.



5B. Aline Barnsdall Complex (NHL)

The Aline Barnsdall Complex is located within Barnsdall Park. It is composed of six contributing buildings and structures designed by or in conjunction with Wright, including the Hollyhock House, Garage/Chauffer's Quarters, Animal Cages, Residence A, Spring House, and Schindler's Terrace. Two of the buildings in the park, the Municipal Art Gallery and Junior Arts Center are non-contributing structures to the NHL.

It meets Criterion 4 for NHL designation as an example of "an essential milestone in [Wright's] career," and as a "clear and unique moment in the evolution of [Wright's] aesthetic sensibilities and approaches to design," as well as for its important "relationship to arts and architecture in America."²³ The boundaries of the NHL encompass the

²³ Jeffrey Herr, "National Historic Landmark Nomination, Aline Barnsdall Complex, Los Angeles," 2007, 21.

“full extent of the acreage stipulated in Aline Barnsdall's original gift to the City of Los Angeles in 1927.”²⁴



5C. Barnsdall Park (1S)

Barnsdall Park is listed in the National Register under Criterion C. The 1971 nomination form was not found, but it is likely that the justification of significance and boundaries of the National Register nomination are similar to the NHL nomination for the Aline Barnsdall Complex, which is described above.



5D. Hollyhock House (UNESCO World Heritage)

The Hollyhock House is listed as a UNESCO World Heritage property as part of a serial nomination known as *The 20th-Century Architecture of Frank Lloyd Wright*. It is comprised of eight properties in six states across the United States designed by Wright and constructed between 1905 and 1959. The eight properties are the Unity Temple (Oak Park, IL); Frederick C. Robie House (Chicago, IL); Taliesin (Spring Green, WI); Fallingwater (Mills Run, PA), Herbert and Katherine Jacobs House (Madison, WI); Taliesin West (Scottsdale, AZ); Solomon R. Guggenheim Museum (New York, NY); and the Hollyhock House. *The 20th-Century Architecture of Frank Lloyd Wright* meets criterion (ii) for UNESCO World Heritage listing for “demonstrate[ing] an important interchange in the discourse that changed architecture on a global scale during the first half of the 20th century.”²⁵ The eight properties “illustrate a full range of ways in which Wright’s unique approach to architectural design fused form with spirit to influence the course of architecture in both North America and beyond.”²⁶



The buildings that contribute to the UNESCO multiple property nomination include the Hollyhock House, Garage/Chauffer's Quarters, and Animal Cages. The boundaries encompass these buildings and the surrounding property on Olive Hill that was originally bequeathed by Aline Barnsdall to the City of Los Angeles in 1927. The buffer zone consists of the block bounded by W. Hollywood Boulevard, W. Sunset Boulevard, N. Edgemont Street, and N. Vermont Avenue.

²⁴ Ibid, 24.

²⁵ Frank Lloyd Wright Building Conservancy, *The 20th-Century Architecture of Frank Lloyd Wright: Nomination to the World Heritage List*, 2016, revised 2019, 264.

²⁶ Ibid.



6. Hollyhock House (5S1)

The Hollyhock House is individually designated as an HCM. It meets Criterion 1 for HCM designation for its history as an art and cultural center within a municipally owned park. It meets Criterion 2 for its significant association with Aline Barnsdall. It meets Criterion 3 as a significant example of Mayan influenced architecture. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright.



7. Barnsdall Park Arts Center (Residence A) (5S1)

The Barnsdall Park Arts Center, more commonly known as Residence A, is individually designated as an HCM. It meets Criterion 1 for HCM designation for its history as an art and cultural center within a municipally owned park. It meets Criterion 2 for its significant association with Aline Barnsdall. It meets Criterion 3 as a significant example of Mayan influenced architecture. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright.



8. 1747-1757 New Hampshire Avenue Bungalow Court (3S, 3CS, 5S3)

1747-1757 New Hampshire Avenue Bungalow Court is located to the northwest of the Project site. It consists of seven detached one-story bungalows completed in 1921. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s bungalow court in Hollywood. It was also identified under Criteria A/1/1 as significant for its association with the entertainment industry in the 1920s and 1930s.



9. 4759 W. Hollywood Boulevard (3S, 3CS, 5S3)

4759 W. Hollywood Boulevard is located to the west of the Project site. The two-story mixed-use building was designed in the Spanish Colonial Revival and Churrigueresque styles and completed in 1925. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a street-car related mixed-use development in Hollywood.



10. Hollywood/New Hampshire Pedestrian Tunnel (3S, 3CS, 5S3)

The Hollywood/New Hampshire Pedestrian Tunnel is located to the west of the Project site underneath Hollywood Boulevard at New Hampshire Avenue. It is a pedestrian tunnel that provides safe pedestrian access to the Los Feliz Elementary School. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as a rare example of a pedestrian tunnel in Los Angeles.



11. Los Feliz Elementary School (3S, 3CS, 5S3)

The Los Feliz Elementary School is located to the northwest of the Project site at 1740-1750 N. New Hampshire Avenue. It consists of a two-story administration and classroom building and a two-story auditorium. Both were designed in the Art Deco style and completed in 1926. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent and rare example of a 1920s elementary school in Los Feliz that predates the 1933 Long Beach earthquake. It was also identified as an excellent example of an institutional building in the Art Deco style.



12. 1777 N. Vermont Avenue (3S, 3CS, 5S3)

1777 N. Vermont Avenue, also known as the Hollymont Apartments, is located to the northwest of the Project site. It consists of five-story apartment building designed in the Tudor Revival and Gothic Revival styles and completed in 1929. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. It was also identified as an excellent and rare example of a 1920s residential hotel. The building is identical to the adjacent building to the south at 1771 N. Edgemont Street.

13. 1771 N. Vermont Avenue (3S, 3CS, 5S3)

1771 N. Vermont Avenue, also known as the Hollymont Apartments, is located to the northwest of the Project site. It consists of five-story apartment building designed in the Tudor Revival and Gothic Revival styles and completed in 1929. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. It was also identified as an

(See Above)

excellent and rare example of a 1920s residential hotel. The building is identical to the adjacent building to the north at 1777 N. Edgemont Street.



14. Los Feliz Village Commercial District (3S, 3CS, 5S3)

The Los Feliz Village Commercial District is located to the north of the Project site. It consists of a linear grouping of commercial buildings along the east side of N. Vermont Avenue between W. Hollywood Boulevard and W. Franklin Avenue. There are 15 one- and two-story commercial storefront buildings located within the district, 12 of which are identified as contributing. These contributing buildings were constructed between 1920 and 1959 and are primarily vernacular in style with Spanish Colonial Revival, Art Deco, Streamline Moderne, and Mid-Century Modern features. The district was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare. It was also identified for its history as the primary commercial center that historically served the residential neighborhoods of Los Feliz.



15. Sarno's Signs (5S3)

Sarno's Signs are located to the north of the Project site at 1716 N. Vermont Avenue. It consists of a rooftop sign and a blade sign for the Sarno's Café dell'Opera, which was formerly an iconic Italian-American bakery and pizza restaurant that closed in 2000. The rooftop sign reads "Sarno's Pizza di Napoli" and the blade sign is for the bakery and depicts a cake with candles. The signs were identified by SurveyLA as eligible for local designation under Criteria 1 and 3 as excellent examples of 1950s neon signs in Los Feliz. The building has been substantially altered and does not appear to be eligible for national, state, or local designation programs.



16. Dresden Restaurant (5S3)

The Dresden Restaurant is located to the north of the Project site at 1760 N. Vermont Avenue. It consists of a one-story restaurant building designed in the commercial/vernacular style and completed in 1933. It was identified by SurveyLA as eligible for local designation under Criterion 1 for its history as the Dresden Restaurant, which has been in continuous operation since 1954.



17. Los Feliz Theater (3S, 3CS, 5S3)

The Los Feliz Theater is located to the north of the Project site at 1820 N. Vermont Avenue. It consists of a one-story movie theater designed in the Art Deco style and completed in 1934. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent and rare example of a 1930s neighborhood theater in Los Feliz. It was also identified as an excellent example of Art Deco theater architecture.



18. 4618 Prospect Avenue (3S, 3CS, 5S3)

The 4618 W. Prospect Avenue Bungalow Court is located to the east of the Project site. It consists of five detached bungalows designed in the Spanish Colonial Revival style and completed in 1923. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s bungalow court in Hollywood. It was also identified under Criteria A/1/1 as significant for its association with the entertainment industry in the 1920s and 1930s.



19. 4655 W. Hollywood Boulevard (3S, 3CS, 5S3)

4655 W. Hollywood Boulevard is located to the southeast of the Project site. It consists of a two-story mixed-use building designed in the commercial/vernacular style and completed in 1924. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent example of streetcar-related mixed-use commercial development in Hollywood.



20. 4645 W. Hollywood Boulevard (3S, 3CS, 5S3)

4645 W. Hollywood Boulevard is located to the southeast of the Project site. It consists of a one-story commercial building designed in the Art Deco style and completed in 1939. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Art Deco commercial architecture in Hollywood.



21. Lyman Place Residential District (3S, 3CS, 5S3)

The Lyman Place Residential District is located to the east of the Project site. It consists of a grouping of two-story apartment buildings that occupy the 1600 block of Lyman Place between W. Prospect and Clayton Avenues. There are 11 buildings located within the district, all of which are identified as contributing. Three of the buildings are designed in the Mediterranean style and constructed in 1924. The remainder of the district is composed of eight courtyard apartments designed in the American Colonial Revival style and constructed between 1940 and 1941. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an intact and cohesive block of multi-family residential development in Hollywood.



22. LADWP Distributing Station No. 54 (QQQ)

Los Angeles Department of Water and Power (LADWP) Distributing Station No. 54 is located to the east of the Project site at 1675 N. Hillhurst Avenue. It consists of a one-story municipal building designed in the Mid-Century Modern style and completed in 1955. It was identified by SurveyLA as an example of a post-World War II LADWP distributing station, but has not yet been evaluated for applicable landmark designation programs.



23. Fire Station No. 35 (3S, 3CS, 5S3)

Fire Station No. 35 is located to the southeast of the Project site at 1601 N. Hillhurst Avenue. It is a two-story fire station designed in the Late Moderne style and completed in 1945. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as an excellent example of a post-World War II fire station in Los Feliz. It was also identified with its significant association with the expansion of municipal services during the postwar period.

3.3 Description and History of the Project Site

The Project site consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (see Figure 4 and Figure 5). 1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the

east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.



Figure 4: Project site, looking north (GPA, 2019)



Figure 5: Project site, looking south (GPA, 2019)

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the Project site, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern (Figure 6). It is topped by a Googie-style metal sign that reads "Car" on one side and "Wash" on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads "Enter." Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs (Figure 7). It is topped with a circular sign that reads "Hecho en Los Feliz," and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads "Machos Tacos." The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole topped with a street light fixture (Figure 8). Below the light fixture is a rectangular metal sign with rounded ends that reads "100% Hand Wash." The lowest sign is a rectangular metal sign advertising the price of a car wash.



Figure 6: Northeast pole sign, looking southwest (GPA, 2019)



Figure 7: Northwest pole sign, looking south (GPA, 2019)



Figure 8: West pole sign, looking southeast (GPA, 2019)

The Project site and the surrounding area were first subdivided in 1886 as part of the Lick Tract. The block on which the Project site is located was later further subdivided in 1920 as part of Tract No. 3774. According to the 1920 tract map, the Project site was originally divided into two parcels. The first buildings to be built were a one-story commercial building at the corner of N. Vermont and W. Prospect Avenues constructed in 1916, and a two-story mixed-use building constructed in 1917 at the south end of the Project site.²⁷ By 1919, an ancillary gasoline storage shed and garage had been built to the east of the two-story mixed-use building. In 1926, a one-story commercial building was constructed at the northeast corner of the Project site.²⁸ Sometime between 1919 and 1930, the 1916 commercial building was demolished and a two-story commercial building and a one-story commercial building were constructed to the north of the 1917 mixed-use building (see Figure 9).

²⁷ Los Angeles Department of Building and Safety (LADBS), Building Permit No. LA5048, September 1, 1916; LADBS, Building Permit No. LA93, January 5, 1917

²⁸ LADBS, Building Permit No. LA23404, August 13, 1926.

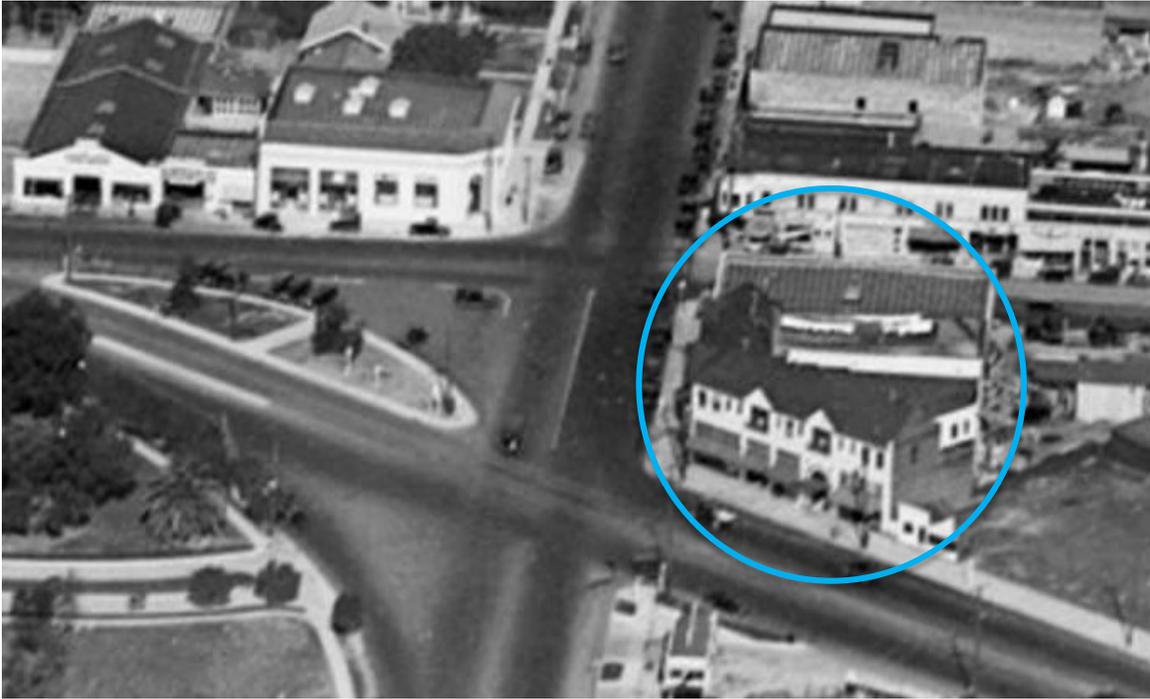


Figure 9: Aerial view of the intersection of W. Hollywood Boulevard and N. Vermont Avenue in 1930 with Project site circled in blue (LAPL)

In 1964, these four commercial and mixed-use buildings were demolished, and 1666 N. Vermont Avenue was subsequently constructed as a car wash for owner Bert Myerson (see Figure 10).²⁹ No architect is listed on the original building permit, but B. Perlin is listed as the engineer and Besteel Co. is listed as the contractor. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).³⁰ The northeast pole sign was installed in 1965.³¹ It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.³² 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.³³ Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food stand (see Figure 11); however, it was originally located to the south of the building and relocated to its current location at an unknown date (see Figure 18).³⁴ The existing billboard on the Project site appears to have been installed in 1970 (see Figure 12 and Figure 13).³⁵

1666 N. Vermont Avenue has been operated as a car wash since its construction in 1965. It is listed as the Hollymont Car Wash in city directories from 1967 to at least 1987.³⁶ 1670 N. Vermont Avenue

²⁹ LADBS, Building Permit No. LA82750, November 27, 1964; LADBS, Building Permit No. LA82751, November 27, 1964; and LADBS, Building Permit No. LA83005, December 1, 1964.

³⁰ LADBS, Building Permit No. LA94258, May 5, 1965.

³¹ LADBS, Building Permit No. LA98270, June 24, 1965.

³² LADBS, Building Permit No. LA5561, October 30, 1967.

³³ LADBS, Building Permit No. LA30420, August 3, 1966.

³⁴ LADBS, Building Permit No. 34358, October 18, 1966.

³⁵ LADBS, Building Permit No. 19646, November 24, 1970.

³⁶ City Directory, Los Angeles, 1967; and City Directory, Los Angeles, 1987.

appears to have been operated as an Orange Julius from 1966 until possibly 1987 when it is listed in the city directory as Orange Bee Jay's.³⁷ The food stand operated as Orange Bee Jay's until at least 1999.³⁸



Figure 10: 1965 aerial photograph with Project site circled in blue (UCSB)



Figure 11: 1970 aerial photograph with Project site circled in blue (UCSB)



Figure 12: 1976 aerial photograph with Project site circled in blue (UCSB)



Figure 13: 1989 aerial photograph with Project site circled in blue (UCSB)

³⁷ Ibid.

³⁸ Irene, Lacher, "How to Juice Up Your Rolodex," *Los Angeles Times*, September 30, 1999.

1666 N. Vermont Avenue



Figure 14: 1666 N. Vermont Avenue, looking northeast (GPA, 2019)



Figure 15: 1666 N. Vermont Avenue, looking south (GPA, 2019)

Architectural Description

1666 N. Vermont Avenue is one story in height and rectangular in plan (see Figure 14 and Figure 15). It has a flat corrugated metal roof surrounded by a standing seam metal awning. The roof is supported on one side by a row of eight rectangular columns regularly-spaced along the west elevation that are clad in rough-cut natural stone. The west side of the car wash is open and is where the cars are pulled through the car wash in an assembly-line manner. To the east are two enclosed rectangular rooms, one to the north and one to the south with a passageway in between. The north room has an aluminum-and-glass storefront on the north elevation with fully glazed, paired aluminum doors, and a fixed single-light window on the east elevation. The south room has three entrances on the east elevation. One consists of a single fully glazed aluminum door and the other two appear to consist of wood slab doors. There are also window openings irregularly spaced along the east elevation of the south room. Openings at the south end have fixed single-light window sashes, while the openings at the north end have been infilled.

Building History

1666 N. Vermont Avenue has been altered over time. In 1972, a walkway was partitioned within the building.³⁹ In 1986, the north room was expanded, and a new roll-up garage door installed.⁴⁰ In 1987, a new partition wall was constructed, and two new garage doors were installed within existing openings.⁴¹ Other alterations noted during the field inspection include the infilling of the garage opening on the north room with new storefront infill; the infilling of window openings; and the removal and replacement of window sashes. A 1965 aerial photograph also shows that there was a square-shaped structure originally located at the center of the east elevation that has since been demolished (see Figure 10).

1670 N. Vermont Avenue



Figure 16: 1670 N. Vermont Avenue, looking east (GPA, 2019)



Figure 17: 1670 N. Vermont Avenue, looking south (GPA, 2019)

³⁹ LADBS, Building Permit No. 56526, August 22, 1972.

⁴⁰ LADBS, Building Permit No. LA48440, October 17, 1986.

⁴¹ LADBS, Building Permit No. LA55034, January 14, 1987; and LADBS, Building Permit No. LA60234, March 19, 1987.

Architectural Description

1670 N. Vermont Avenue is one story in height and rectangular in plan (see Figure 16 and Figure 17). It has a flat roof covered with a rolled composition membrane surrounded by a standing-seam wood awning. The south elevation and the southern portion of the west elevation are clad in rough-cut natural stone. The north and east elevations feature aluminum walk-up food service windows and metal counters with horizontal wood siding below. The entrance is located on the south elevation and consists of a single metal door. To the south of the building is a barrel-vault awning where the covering has been removed. The building is topped with an elongated hexagonal roof sign.

Building History

There are no alterations to the building noted in the building permit record beyond changes made to the signage on the northwest pole sign in 2003.⁴² A portion of the east elevation can be seen in the car wash scene of the 1997 film *The Dukes of Hazzard: Hazzard in Hollywood* (see Figure 18). It appears that 1670 N. Vermont Avenue featured a flat roof with a trapezoidal-shaped parapet with a canvas awning rather than the existing standing wood seam awning at that time. It also appears that the northwest pole sign was originally located to the south of the food stand and was later remounted on a new pole and relocated to its current location.



Figure 18: 1670 N. Vermont Avenue in the film *The Dukes of Hazzard: Hazzard in Hollywood*, looking west (Warner Brothers, 1997)

⁴² LADBS, Building Permit No. 03048-10000-01333, October 10, 2003.

4. HISTORIC CONTEXT

The significance of the property and the two buildings thereon must be evaluated within its historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *Los Angeles Citywide Historic Context Statement* (LACHCS) and are relevant in judging the significance of the property and the existing buildings.

The most applicable themes and sub-themes for evaluating the building at 1666 N. Vermont Avenue within the Commercial Development context are the Car Wash sub-theme and the Commercial Merchants, Leaders, and Buildings theme. The most applicable themes and sub-themes for evaluating the building at 1670 N. Vermont Avenue within the Commercial Development context are the Restaurants sub-theme and Commercial Merchants, Leaders, and Buildings theme. The most applicable theme for evaluating the rooftop sign and three pole signs within the Commercial Development context is the Commercial Signs theme. The most applicable theme for evaluating the two buildings, rooftop sign, and three pole signs within the Architecture and Engineering context is the Googie theme.

4.1 Car Washes, 1950-1970⁴³

The most applicable sub-theme within the Commercial Development context for evaluating 1666 N. Vermont Avenue under Criterion A/1/1 is the Car Wash sub-theme (see Table 1).

Early car washes, or auto laundries as they were then called, were typically part of service stations or parking garages. The vehicle remained stationary in a service bay and was laundered by hand. There were, however, by the late 1920s a few experiments in stand-alone facilities with a process involving movement. The best known was El Patio Auto Laundry on Vermont. Here the cars were apparently pulled by hand through a linear structure where they were washed, dried, and polished by hand at different locations along a continuous line.

There appears to have been some development of the linear form during the 1930s. The photograph above, from around 1939, shows a Streamline Moderne structure that is, in essence, the postwar car wash in a more restrained dress. The location of this facility is unknown—the curator's description that accompanies the historic photo places it somewhere in Los Angeles—and the degree to which it was mechanized is not apparent. The Streamline Moderne architecture links it to the service stations of the day. There are pumps located on an unroofed island between the car wash and the street. There also appears, barely visible to the upper left of the dark car emerging from under the canopy, the parapet of a service station office structure that may be attached to the front of the wash. One suspects that the linear pavilion in the 1939 photo was a prefabricated structure. No car washes dating from the 1920s to the 1940s appear to remain in Los Angeles.

By the mid-1950s the linear concept had emerged fully mechanized. The auto was pulled or pushed mechanically in an assembly-line manner, with mammoth mechanical washers and dryers stationed at key points along the line. Attendants were present intermittently to smooth the process. The structure housing the postwar car wash follows from the pre-war form in consisting –

⁴³ Excerpted from Daniel Prosser, "Commercial Development, Commercial Development and the Automobile, Car Washes," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2016), 53-58.



in essence – of no more than a linear open pavilion, with the ballet of machinery, workers and moving cars as its content. This limited program lent itself well to the use of Googie-based structural expressionism as a means of announcing its presence. Architectural critic Reyner Banham pronounced the car wash a direct descendent of 1920s Russian Constructivism. Another historian has called the car wash “the essence of the modern building; expressing both structure and advertising functions of the roadside,” and has compared it to Bernini's fountains in Rome as a symbolic representation of the practical use of water in a semi-desert environment.

The origins of postwar car wash design are unclear and deserve further research. In some cases, architects well known for their work on Googie coffee shops – and other creations of the period – designed car washes. The now demolished Laurel Canyon Car Wash, originally at the corner of Laurel Canyon and Ventura Boulevard, was by Armét and Davis. It is also probable that, given the amount of steel used and the common ensemble of a hovering horizontal roof and slender projecting pylons, certain fabricators offered manufactured packages of structural elements, much like the prefabricators of metal service stations in the 1920s.

By the 1960s car washes were located throughout Los Angeles. The 1964 telephone book for the Central Los Angeles area lists more than 120 “Automobile Washing and Polishing” facilities at that time. The most common postwar car wash form was that using a single rank of pylons. A prime example is the Premier Car Wash at 17438 Ventura Boulevard in Encino, completed in 1966. It has intact all the classic features, with its flat roof parallel to the street supported by a row of eight pylons. Each pylon is a straight vertical line on the back – and is ever-so-slightly curved out – and then returns in on the front as it descends toward the roof. At the top of each pylon is a small triangle supporting a three-dimensional starburst. The sign is a series of separated squares that contain the individual letters of “car wash” attached to the edge of the roof in rhythm with the pylons.

There were a number of variations on this form. Many were simplified versions of the Premier, with unadorned pylons. Some included extensions to the top of the pylons that gave them the appearance of a bird's head. Still others added shallow arches to the spaces between the pylons at the level of the separated sign squares. A few went so far as to take the basic pylon and turn it into a shallow boomerang with the points directed toward the street.

A second form, less common, actually appeared earlier. It consists of pairs of pylons extending back like matched spears to create a corridor. A good example of this form is the car wash at 8220 West Foothill Boulevard in Tujunga. Built in 1954, the ruffled surfaces of the paired pylons give it a rustic, even primitive look. The corridor created by the receding pairs of pylons works well for a facility like this sitting perpendicular to the street.

A third basic form can be seen in the Woodman Car Wash, at 8720 North Woodman Avenue in Arleta and dating from 1959. In place of spire-like pylons it features five inverted Vs that support the roof and give the appearance of a series of A-frames under which cars pass as they are washed. As with the pylon form, the roof is a simple thin horizontal plane and the sides are open view. As with the paired pylons, this form was particularly well suited to sites on which the structure was placed perpendicular to the primary street. The image is uncannily like that of a modernist church of the era.

A fourth and particularly interesting form is to be found at the Canoga Park Hand Wash at 21008 West Sherman Way in Canoga Park. Dating from 1960, it comes closest to the playful ideal of



Googie modernism. The Canoga Park Hand Wash replaces the A's of the Woodman Car wash with six inverted U's. It fulfills the Googie preference for asymmetry by sloping the tops of the U's to one side, like a shed roof, and splaying the legs at different angles. The suspended roof is sloped to match the tops of the U's and extends down a portion of the longer leg. The result is a fun-house feeling of things being askew in place of church-like solemnity.

By the mid-1960s even the car wash succumbed to conservatism and good taste. The linear layout remained but the pylons disappeared. In their place appeared stubby columns clothed in brick, stone or stucco and topped by carriage lamps or other historically derived ornament. A preview of this growing conservatism is the Silverlake Car Wash at 210 North Virgil Avenue in the Wilshire District. Dating from 1962 it retains the open linear form but its roof profile is heavier. More significant, the slender pylons have been replaced with broad stubby piers that penetrate only slightly above the roofline like so many chimneys. Significant, too, is the use of a stone facing on the piers, predictive of the later preference for so-called natural materials.

In later years the growing conservatism went beyond reining in Googie structural expressionism. The linear car wash often retreated into a factory-like enclosed building similar to that which it had inhabited during its experimental years in the late 1920s. An even more dramatic reversal was the reemergence of the stationary car laundry as part of the gas station, now in a box of its own and totally automated. Only in the occasional do-it-yourself car wash, consisting of a row of open bays each containing a hose and wand, and constructed in a Mid-Century Modernist form of hovering roof and slender supports, did a hint of the innovative structures of the early 1960s survive.

Table 1: Car Wash, 1950-1970	
Context: Commercial Development, 1850-1980	
Theme: Commercial Development and the Automobile, 1910-1970	
Sub-Theme: Car Washes, 1950-1970	
Eligibility Standards	
<ul style="list-style-type: none">• Was designed and historically used to provide washing services for automobiles• Demonstrates convenient automobile access from the street• Is an excellent example of the property type• Contains design and site layout features that reflect the influence of, and accommodation to, the automobile• Was constructed during the period of significance	
Character-Defining/Associative Features	
<ul style="list-style-type: none">• Retains most of the essential character defining features of the type• Significant within the Googie theme of the Architecture and Engineering context• Of the layouts typical of adapting to the needs of the automobile, specifically the linear layout that allowed movement through different stages of the washing process• May be associated with particular companies and/or architects/designers	
Integrity Considerations: Individual Resources	
<ul style="list-style-type: none">• Should retain integrity of Design, Location, Feeling, and Materials, and Association• Should retain as much design integrity as possible, including overall massing, significant features, and identifying details such as trim and signage• Some original materials may have been altered, removed, or replaced• Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish importance of accommodating the structure to the spatial needs of the automobile• Should retain original use, or, if not, adaptation to new use should allow for maintenance of as much of the original architecture and site layout as possible	



4.2 Restaurants, 1880-1980⁴⁴

The most applicable sub-theme within the Commercial Development context for evaluating 1670 N. Vermont Avenue under Criterion A/1/1 is the Restaurants sub-theme (see Table 2).

After the Second World War, the storefront-based neighborhood café was replaced by the auto-oriented coffee shop. These were free-standing structures, with their own parking lots, which reflected the shift toward neighborhood commerce based on widespread ownership of the automobile. Like the café, the coffee shop combined counter service with table and booth service, and like the café, generally did not serve alcohol. Some identified themselves as family restaurants, with less space for the counter and with the table and booth service in a separate space.

The post-war coffee shop in Los Angeles was often in Googie style. The name of the style stems from its first use in a coffee shop of that name designed in the late 1940s. (This relationship is explored fully in the Googie sub-theme under the theme of Postwar Modernism.) Many of the coffee shops were parts of chains. As such, certain features, in particular the signs, were standardized Googie forms.

Examples include Johnnie's Coffee Shop (HCM No. 1045) and Norm's Coffee Shop (HCM No. 1090), both in the Wilshire District. Norm's, located at 470 North La Cienega Boulevard, dates from 1956.217 La Cienega in the decade after the Second World War was an auto-oriented neighborhood strip that served the then single-family home neighborhoods in the surrounding blocks, including what was still unincorporated West Hollywood. Norm's is typical in both its use of Googie architecture and in its provision for parking. Its sign was a standard design feature found at other Norm's branches.

Many of the Norm's outlets were designed by the architectural firm of Louis Armét and Eldon Davis. Armét and Davis opened their office in 1947 and soon became a premier source of Google commercial architecture. Their work included many of the Bob's Big Boy restaurants, as well as numerous supermarkets, bowling alleys, and other commercial forms. Perhaps their best-known creation after Norm's was their work for Denney's. This chain used Googie as a means of giving identity to their family restaurants, particularly through the use of a dominant and dramatic roof form.

A final type of neighborhood restaurant is the food stand. These are small structures based on walk-up window service. Some provide outdoor seating, while others include a drive-up window. A few were individually owned. Surviving examples are rare and include the Munch Box (HCM No. 750) at 21532 Devonshire Street in Chatsworth. It dates from 1958, when this part of the San Fernando Valley was still generally undeveloped. Other examples include the early 1946 Marty's (originally Red's) Hamburger Stand at 10558 W. Pico Blvd., and the 1965 Tip Top Hamburgers at 8634 N. Woodman Ave.

Others were parts of chains. An example is the original walk up/drive-thru Der Wienerschnitzel in Wilmington (HCM No. 1046). Fast food pioneer John Galardi opened this first Der Wienerschnitzel restaurant in 1961 at 1362 Gulf Avenue. The restaurant has been in continuous operation since it

⁴⁴ Excerpted from Daniel Prosser, "Commercial Development, Neighborhood Commercial Development, Restaurants," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2017), 100-112.



opened and is substantially intact. Since 1961, the Wienerschnitzel chain has grown to include 351 locations nationwide. This company went on to evolve from a walk-up into a drive-thru chain with a distinct A-frame design (starting in 1962) for its branches.

A smaller local chain that maintained its walk-character is Cupid's Hot Dogs. Established in the San Fernando Valley in 1946 by Richard and Bernice Walsh, it historically had three branches – in North Hollywood, Van Nuys, and Canoga Park. Cupid's Hot Dogs is still owned by the same family that created it, now in its third generation. One of the original outlets, from 1961, it is located at 20030 Van Owen Street in Canoga Park. Its modest architecture resembles a hip-roofed stucco ranch bungalow. But its diagonal placement on the corner site is significant, as is its free-standing heart-shaped sign.

The Foster's Freeze chain was founded in 1946 in Inglewood, California by George Foster. The chain was originally known for its soft serve ice cream, but expanded to include hamburgers and other fast food items. Only three examples have been identified in Los Angeles. The two most intact identified for SurveyLA include the 1949 stand at 2870 N. Fletcher Drive. and the 1962 stand at 4967 N. Eagle Rock Blvd., both in northeast Los Angeles.

The Orange Julius chain was established by Julius Freed and Bill Hamlin in 1926. Known more recently for their shopping mall locations, the first Orange Julius was a walk-up stand on South Broadway in Downtown Los Angeles. By 1929, there were over 100 Orange Julius locations and, by 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. An extant example of a walk-up stand dates to 1964 and is located at 6001 W. Pico Blvd (now demolished). It was designed in a simplified Googie style by the architecture firm Armét and Davis. Although simple in design, it's most prominent Googie feature is the folded plate roof. Today there are no Orange Julius locations operating in the city of Los Angeles. This example is a rare remaining example of the company's walk up stands.

Table 2: Restaurants	
Context: Commercial Development, 1850-1980	
Theme: Neighborhood Commercial Development, 1880-1980	
Sub-Theme: Restaurants, 1880-1980	
Eligibility Standards	
<ul style="list-style-type: none"> • Was constructed during the period of significance • Was historically designed and used as a restaurant • Of a scale and architectural character typical of neighborhood eating establishments • Contains architectural features that reflect trends in neighborhood commercial design 	
Character-Defining/Associative Features	
<ul style="list-style-type: none"> • Retains most of the essential character defining features from the period of significance • May also be significant under themes within the Architecture and Engineering context • Features architectural and site-planning elements typical of neighborhood restaurants in both a pedestrian-oriented storefront form and an auto-oriented freestanding form • May reflect prototype/corporate designs associated with particular restaurant chains • May be associated with noted architect/designers • May have prominent signage • Associated with activities typical of neighborhood economic and social life 	
Integrity Considerations: Individual Resources	
<ul style="list-style-type: none"> • Should retain integrity of Design, Materials, Location, Association, and Feeling • • Should maintain if possible original relationship to the street and to neighboring structures • Architectural integrity should be intact, retaining original massing, significant features, and identifying details 	



Table 2: Restaurants

<ul style="list-style-type: none"> ○ Some original materials may have been altered, removed, or replaced, particularly in early examples
<ul style="list-style-type: none"> • Use may have changed
<ul style="list-style-type: none"> • Setting may have changed (surrounding buildings and land uses)

4.3 Commercial Merchants, Leaders, and Builders, 1850-1980

The most applicable theme within the Commercial Development context for persons associated with the properties is the Commercial Merchants, Leaders, and Buildings theme (see Table 3). There is no narrative historic context developed for this theme as part of SurveyLA or the LACHCS as of the date of this report.

Table 3: Commercial Merchants, Leaders, and Builders

Context: Commercial Development, 1850-1980
Theme: Commercial Merchants, Leaders, and Builders, 1850-1980
Eligibility Standards
<ul style="list-style-type: none"> • Is associated with a person who made important individual contributions to commercial growth and development <ul style="list-style-type: none"> ○ Individual must be proven to have made an important contribution to commercial development
Character-Defining/Associative Features
<ul style="list-style-type: none"> • Retains most of the essential physical features from the period of significance • Directly associated with the productive life of the individual in the area of commercial development • May be associated with individuals important in ethnic, cultural, LGBT, and/or women's' history • For residential property types, the individual must have resided in the property during the period in which he/she achieved significance • For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance
Integrity Considerations
<ul style="list-style-type: none"> • Should retain integrity of Feeling, Association, Location, and Design from its period of significance • Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3. • Setting may have changed (surrounding buildings and land uses)

4.4 Commercial Signs, 1906-1980⁴⁵

The most applicable theme within the Commercial Development context for evaluating the three pole signs and rooftop sign on the property at 1666 N. Vermont Avenue under Criterion A/1/1 would be the Commercial Signs theme (see Table 4 and Table 5).

Acrylic Plastic, Fluorescent Lighting, and Pylons, 1940s-1980s

By the late 1940s, new translucent, colored plastics, Plexiglas acrylic, fluorescent tubing, and backlighting began to dominate signs and signage and to displace neon as a singular material. By the 1950s and 1960s (the design era dubbed "Populuxe" by Thomas Hine), signs using these new materials (or newly advanced materials, in the case of fluorescent, which had been around)

⁴⁵ Excerpted from Catherine Gudis, "Commercial Development, 1850-1980: Commercial Signs, 1906-1980," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, December 2015), 18-22.



began to grow exponentially in size, scale, symbolism, and exuberance. They employed a broader range of colors, with shapes bursting outside of the frame of the marquee, blade, or rooftop structure—the better to read from faster moving cars and arterial highways or bustling boulevards. Businesses that had begun to dot the commercial landscape in the 1920s and 1930s with aerodynamic shapes and extruding signage—roadside restaurants, drive-ins, gas stations, hotels and motels, franchises, supermarkets—now grew in number and the amount of real estate they occupied, with both integrated and freestanding pylon and pedestal signs and a rainbow of color and imagery serving as architectural accouterments to what in some cases were otherwise indistinct single-story stucco or traditional buildings.

Modernist commercial architecture that was stylistically exaggerated enough that the buildings themselves seemed to take flight, as was the case with what has now become known as “Googie” architecture—inspired by late 1950s coffee shop architecture of Googie’s downtown (demolished), Ship’s in Westwood (demolished; see image on previous page), and Wich Stand on Slauson (altered), among others—fed a fascination for the technologies of the atomic age, the speed of space travel, and a lust for Cold War culture’s conspicuous consumption. Boomerangs, diagonals, cantilevers, biomorphic abstractions, zig-zags, parabolas, industrial “Swiss cheese” I-beams, and tapering pylons are among the glossary of “Googie” architectural style⁴⁴ that can still be seen (in varying condition) in extant signs and signage across Los Angeles, from the gloriously tilted typography of Pann’s Coffee Shop on La Tijera Boulevard to Johnie’s (formerly Romeo’s) scripted illumination (with electric bulbs and neon) on Wilshire Boulevard to Norm’s trademark diamond-shaped pennants in orange and white neon and Plexi stacked atop an I-beam on La Cienega, Sherman Way, and Pico Boulevards. “Googie gurus” Armét and Davis designed all three of these coffee shops, integrating pylons and signage into the architecture for visual, structural, and promotional purposes.

The excesses of architectural and consumerist expressions were articulated through signs soaring, often with constellations of starbursts or atomic particles in multi-colored hues spun from or wrapped round poles or posts to shout out or literally—through repeated diagonals and arrows—point the way to the businesses just beyond street’s edge (see, for instance, the Liquor Deli sign for Beverly Mart Liquors on Beverly Boulevard, Hollywood Downtowner Motel, Corbin Bowl, image at left, on Ventura Boulevard). As automobility increased decentralization patterns—and cars moved faster than ever before—larger expanses of land were devoted to roadside shops and restaurants, and parking areas were connected visually by monumental ground signs or freestanding pole signs with easy-to-erect modular components and metal alloy that allowed scaling greater heights at low cost. While through the 1940s, many roadside signs adhered to tradition: thin vertical signs attached to the façade or an armature at the roof, by the late 1940s and 1950s they were divorced from the buildings, set off on their own, often with horizontally oriented signs favored over the vertical,⁴⁶ or with some combination thereof, as can be seen in the neon topped pole signs in front of the Apple Pan (see image below) in Westwood and the motel and coffee shop signs on the stretch of Route 66 along Colorado Boulevard in Eagle Rock.

The late 1940s and 1950s roadside sign was also more expressionistic, both in their forms and other graphic typographic elements. Angles, curves, slanted or handwritten script typography, unusual novelty, and asymmetry were among the graphic elements employed to suggest energetic composition, and incandescent gained favor again as a way to create animated displays of chasing lights to accentuate feelings of speed and dynamism.⁴⁷ In some cases, thematic tableaux were created through this combination of moving lights, shapes, and other imagery, as



in the House of Spirits postwar update to a 1924 building. It is a folksy scene in which a picket-fence-enclosed cottage puffs smoke from its chimney in a Technicolor blaze and a blue neon cocktail stands as tall as a tree. While not necessarily the hand of a master designer, this is a work of art that has found a place in the hearts of many Angelenos, certainly those who frequent this neighborhood. Its values are tangible insofar as the sign is architecturally innovative. However, its significance also rests on the larger associative values of commercial culture expressed in populist terms.

Corporate Signs and Signage, 1950s-1980s

More questions arise regarding significance when the signs fall within the period under consideration but have been mass-produced by corporate chains. For instance, in 1952 Holiday Inn laid the corporate groundwork for sign-bearing stations as primary architectural elements unto themselves with their “Great Sign” of green and yellow electric lights and neon pulsating across broad curvilinear planes with a pole stuck through, topped with a golden star. Now extinct (produced from roughly 1952-82), the “Great Sign” was mimicked by other roadside establishments that sought distinction through homogeneity: one glance at the sign was all that was needed to let motorists know that a standardized product was available on the grounds. Though once seemingly ubiquitous, the Great Sign has been sorely missed by those who wax nostalgic for the heyday of commercial roadside culture, its references to standardization and its dismissal of the original or the unique notwithstanding. The Great Sign serves as an object lesson, as we see other corporate signs fade (or nearly fade) from view if not for public outcry by those for whom the image of the city relies upon corporate as well as vernacular commercial expression.

The dominance of national and international corporations and corporate chains by the 1960s and 1970s dramatically altered the scale and appearance of Los Angeles' built environment. Street scenes of Wilshire Boulevard from 1970, for instance, are dotted with corporate signs atop the high-rise office towers, the backlit Plexiglas letters sharply punctuating the boulevard with their block forms spelling “Tishman,” “IBM,” “Texaco.” In the case of roadside establishments, the molded letters and shapes perch high atop poles, with those no longer in production, such as the orange ball with “76” written in blue (which once rotated) or KFC's Plexiglas bucket with the Colonel smiling down upon passersby, winning a place in the hearts of consumers. Indeed, when the orange balls, designed in 1962, were replaced by red and blue monument signs in 2005, Conoco Phillips heard about it. The outcry was international, and the company ultimately responded by installing red and blue balls instead, some of which can be seen in Los Angeles instead of their original forebears. National chains like Arby's, with its big cowboy hat and flashing electric bulbs, references a commercial frontier long gone—as are most of these ca. 1960s “Great Hat” signs, replaced over the last few years by more lightweight plastic and fluorescent signs and a revised logo that is more oven mitt than hat. Prototypes of signs for these and regional chains—such as Pioneer Chicken's cartoonish wagon pictured on backlit plastic box—have a place on the commercial strip and not just in a museum. More research needs to be done to date originals and to preserve a selection of these and the spate of multi-lingual plastic and hand-painted signs (such as the backlit plastic façade sign for GW Market in Chinatown), which also narrate the commercial, urban, and social developments of the city.



Table 4: Pylons, Poles, Stantions, and Billboards, 1920-1980

Context: Commercial Development, 1859-1980
Theme: Commercial Signs, 1906-1980
Sub-Theme: Pylons, Poles, Stantions, and Billboards, 1920-1980
Associated Property Type: Freestanding Pylons, Poles, Towers, and Stantions, 1920s-1980
Eligibility Standards
<ul style="list-style-type: none"> Originally constructed as freestanding support for advertisements to be read from a distance by moving audiences May serve as a prototype for mass-produced corporate or chain-store logos Evokes iconic cultural associations with period- or regionally specific commercial establishments, personae, or multiple-family residential properties, and/or is an excellent example of an architectural style or promotional technique from its period
Character-Defining/Associative Features
<ul style="list-style-type: none"> Retains most of the essential character-defining features of its type Usually freestanding steel poles, rectilinear stucco-faced pylons, towers, or stantions that extend vertically, separate from and usually (especially in post-World War II years) rising to a height above that of the building it advertises Often serves to advertise and visually link the building and parking lot to street frontage Pylons, poles, stantions, or towers support metal or plastic boxes (in varying dimensions and shapes), cutouts, spheres, statuary, or other three-dimensional forms May support a combination of backlit plastic, incandescent bulbs, neon tubing, and/or fluorescent tubing Often bear signs on both sides and may include other intersecting shapes and forms that jut from the primary structure at different angles May exemplify design features of Art Deco, Streamline Moderne, or exaggeratedly modernist or "Googie" architectural styles May exemplify design features of sans-serif modernism; scripted and slanted typefaces of post-World War II period; askew, exaggeratedly modernist or "Googie" styled forms and features; thematic or exotic imagery; or bubble-type, psychedelic, or hand-designed computer-esque forms, typefaces, and colors of 1960s and 1970s stylization Evokes commercial ethos of its period through forms, typography, material, and/or imagery
Integrity Considerations
<ul style="list-style-type: none"> Tubing and bulbs may be broken or missing, with only electrical sockets for electrodes remaining Painted letters or images may be faded; plastic elements might be faded and/or segments missing Sheet metal box or other cutout or three-dimensional shapes may be rusted, nicked, or repainted, or porcelain coatings damaged if some elements of original remain Sign may have been moved within the property lines of the building; for local preservation, sign may have been moved off site to avoid demolition, for parallel (i.e., consistent) use elsewhere, or for artistic display Some letters or other elements of the sign may have been removed or illegible, if the general meaning or associations remain Bulbs may have been replaced by neon if such alteration was within the period of significance The lifespan of electrical bulbs and neon is not everlasting, so replacements are acceptable if they follow the contours and basic materials of the sign (evident by sockets, wiring, remnants of tubing or gases, or painted images) and remain within the period of significance Replacement of transformers, switches, timers or other mechanisms for the control of voltage, dimmers, and flashing mechanisms is acceptable to meet contemporary safety and maintenance standards Retains the relationship between the building and the street, even if surroundings have altered the visibility of the sign



Table 5: Rooftop Signs, 1906-1980

Context: Commercial Development, 1859-1980
Theme: Commercial Signs, 1906-1980
Sub-Theme: Rooftop Signs, 1906-1980
Eligibility Standards
<ul style="list-style-type: none"> Originally constructed to advertise the name of the establishment or on- or off-premise goods, services, or other promotional, directional, or didactic messages Erected upon, against, or directly above a roof or on top of or above the parapet of a building Evokes iconic cultural associations with period- or regionally specific commercial establishments, personae, or multiple-family residential properties, and/or is an excellent example of an architectural style or promotional technique from its period
Character-Defining/Associative Features
<ul style="list-style-type: none"> Retains most of the essential character-defining features of its type May serve as a prototype for mass-produced corporate or chain-store logos Signs erected upon, against, or directly above a roof or on top of or above the parapet of a building Metal scaffolding, towers, pole/s attached to the rooftop to support freestanding letters, billboards, sheet metal or metal and plastic boxes (in varying shapes), or sculptural objects (such as statuary) Letters and images or other symbolic forms mounted to rooftop scaffolding or pole/s may be comprised of: incandescent bulbs, neon tubing, and/or fluorescent tubing outlining or accenting painted letters or images on metal and/or plastic sheet or box; channel letters containing one or more rows of tubing and/or bulbs; metal or plastic cutout, recessed, back-lit, or overlaid letters, images, or other shapes Neon and fluorescent tubing may be overlaid (one raised above another) or used freeform and set on timers to create moving images Incandescent bulbs may be set on timers to create moving images Metal, glass, or wood letters or channel letters containing or outlined by neon, fluorescent, or bulbs and supported against or above the parapet by metal rods, screws, pins, braces, and/or guy wires Illumination may be internal: a glass or plastic panel set in front of a series of parallel light sources (fluorescent, incandescent, or neon) Illumination may be external: metal signs with exposed bulbs, tubing, and electrical sockets; reflective metal surfaces illuminated by lighting either attached to the structure or aimed towards it from afar Oriented towards major thoroughfares, often at an angle, sometimes not corresponding to the current formal street address or main entrance Signs may be two-, three-, or four-faced, attached to one another but oriented to different directions of street traffic Evokes commercial ethos of its period through typography, materials, and/or imagery
Integrity Considerations
<ul style="list-style-type: none"> Should retain integrity of Location, Design, Setting, Materials and Association Tubing and bulbs may be broken or missing, with only electrical sockets for electrodes remaining Painted letters or images may be faded Sheet metal box may be rusted or nicked or porcelain coatings damaged if some elements of original remain Sign may have been moved within the property lines of the building For local preservation, sign may have been moved off site to avoid demolition, for parallel use elsewhere, or for artistic display Billboard originally used to advertise off-premise goods and services may now serve as on-premise advertisement Some letters or other elements of the sign may have been removed or illegible, if the general meaning or associations remain Bulbs may have been replaced by neon if such alteration was within the period of significance



Table 5: Rooftop Signs, 1906-1980

<ul style="list-style-type: none">• Replacement of electrical bulbs and neon are acceptable if they follow the contours and basic materials of the sign (evident by sockets, wiring, remnants of tubing or gases, or painted images) and remain within the period of significance
<ul style="list-style-type: none">• Replacement of transformers, switches, timers or other mechanisms for the control of voltage, dimmers, and flashing mechanisms is acceptable to meet contemporary safety and maintenance standards
<ul style="list-style-type: none">• Retains the relationship between the building and the street, even if surroundings have altered the visibility of the sign

4.5 Googie, 1935-1969⁴⁶

The most applicable theme within the Architecture and Engineering context for evaluating the buildings at 1666 and 1670 N. Vermont Avenue under Criterion C/3/3 would be the Googie sub-theme (see Table 6).

All private commercial construction ceased during the Second World War from 1941 to 1945. In the immediate postwar period, the Streamline Moderne style of the 1930s continued to be used for roadside architecture. But by the late 1940s a freer, more extravagant style took hold. It was characterized by structural exhibitionism, dominant signage, and vast amounts of glass which made the buildings seem transparent at night. This was auto-oriented architecture at its most raffish. As historian Thomas Hines noted in *Populux*, "The strip was conceived just at the edge of respectability. Only very rarely did it offer beauty. Far more often there was humor. But always there was vitality."

This style has been called Googie, based on its use with the coffee shops of that name. It draws primarily from the late work of Frank Lloyd Wright and his son Lloyd Wright. It shows as well the influence of 1950s-era structures ranging from Eero Saarinen's TWA Terminal at New York's Kennedy Airport to the Miami Beach hotels of Morris Lapidus. Auto-oriented Googie architecture took characteristics from all these sources.

Most obvious was dramatic expression of structural elements. This included elongation and distortion of roofs, extension of beams and columns as protruding spear-like objects, and meandering of walls beyond the boundaries of the building. It also included the mixing of materials and colors. Wood, stone, brick, metal, and stucco were all placed adjacent to each other; interiors featured the newly evolved plastics, laminates, and vinyls in the brightest of hues. All this was composed in rigorously asymmetric fashion.

Particularly notable was the expansive use of glass. The concept of transparency was important in appealing to the passing motorist. One historian has called this the "visual front." The use of glass had long been a staple of auto-oriented architecture, dating back to the early showrooms and pre-fabricated service stations. But through the achievement of wide spans available with new construction techniques and devices such as cantilevering, architects were able to create an apparently unbroken expanse of window that extended the width of the building. The passerby was presented with a low wall of stone or brick, a continuous sheet of glass above it, and an

⁴⁶ The narrative for the Googie sub-theme for the LACHCS has not yet been completed as of the date of this report; excerpted from Daniel Prosser, "Commercial Development, Commercial Development and the Automobile," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2016), 20-22.



apparently weightless roof of fanciful form hovering on top. This ensemble was most effective when lit at night.

Finally, there was fantasy applied to signage. Generally, the sign was an integral part of the building. Asymmetric composition allowed for a wall or a set of columns to be extended upward to form the face of the sign. As with glass, this integration of the sign into the building mass was used earlier, particularly with the drive-in restaurants and supermarkets of the 1930s. But the freedom permissible with Googie architecture allowed for a much greater variety in shape and material. Added to this were playful lettering and the occasional use of space-age related images such as rockets and satellites, spread on angular and amoeboid-shaped backgrounds. Many of these forms can be first found in the work of the Russian Constructivists of the 1920s, particularly in their use of dramatic structural elements and mammoth signs. Closer to home, Lloyd Wright's 1928 Yucca-Vine Market in Hollywood featured plate-glass walls, a prominent roof, and a pylon-like sign. But the first postwar structures to feature the style are generally considered to be the coffee shops of Douglas Honnold and John Lautner. Their Googie's Restaurant of 1949, on Sunset Boulevard at Crescent Heights, was the pioneer. Also influential, particularly for drive-ins, was the work of architects Louis Armét and Eldon Davis. Armét and Davis established their firm in 1947 and were responsible for Denny's, Norm's, and later Bob's Big Boy outlets.

The drive-in restaurant, in fact, was one of the auto-oriented building types that made the best use of the Googie style. As with the Streamline Moderne drive-ins of the 1930s, Googie drive-ins of the postwar period created an environment of fantasy and excitement. The postwar drive-ins were also, as with their pre-war antecedents, most creative in tying the car to the building. Extended free-form canopies sheltering the cars were the dominant architectural element, to the point that without cars parked in front the buildings looked incomplete.

But there was a second building type that perhaps surpassed the drive-in in its use of Googie. This was the car wash. By the mid-1950s there emerged the standard form of a linear open pavilion topped by a flat plane of a roof. Protruding from this roof was a structural fantasy that could take many forms. It might be a series of spear-like pylons like so many lined-up tail fins. It might be a series of A-frames that gave the car wash a resemblance to a modernist church of the era. Or it might be a series of lopsided inverted U's that provided an asymmetric image typical of Googie design.

The other auto-oriented building types – the gas station, the showroom, the auto-parts outlet, and the motel – were more limited in their use of Googie. In most cases, it was a matter of grafting Googie forms onto an existing structural type that had proven economically successful. For the service station, this meant an extravagant canopy added to the standard 1930s-era box. For the motel this required the use of Googie detailing added to the façade of a functional if undecorated structure that extended toward the rear. For the showroom and the auto-parts outlet, Googie consisted primarily of the use of large expanses of glass and the construction of a mammoth, often detached, sign. But regardless of the extent of its use, Googie became the characteristic architecture of the postwar auto strip. But by its very openness to originality and its relatively large scale, it brought to the strip the variety – some would say the anarchy – of the roadside architecture of the 1920s. The result was an inevitable reaction.



Table 6: Googie, 1935-1969

Context: Architecture and Engineering, 19850-1980
Sub-Context: LA Modernism, 1919-1980
Theme: Postwar Modernism, 1946-1976
Sub-theme: Googie, 1935-1969
Property Type: Commercial
Eligibility Standards
<ul style="list-style-type: none">• Exhibits quality of design through distinctive features• Is a good example of the Googie architecture style• Was constructed during the period of significance
Character-Defining/Associative Features
<ul style="list-style-type: none">• Building forms may display sharp angles and sweeping curves• Common building types include coffee shops, car washes, service stations, motels, drive-ins, and bowling alleys• Dramatic rooflines, including butterfly, folded plate (zig-zag), dome and cantilever• Extensive use of glass, such as floor-to-ceiling plate glass windows• May include natural features such as rocks, palm trees and other plantings• Often incorporates applied details, including neon signage and geometric ornamentation• Retains most of the essential character-defining features from the period of significance• Variety of materials, including stucco, brick, stone, woodplate or barrel vault
Integrity Considerations
<ul style="list-style-type: none">• Extant examples of Googie are relatively rare, therefore a greater degree of alterations or fewer character-defining features may be acceptable• Original landscaping may have been altered or removed• Should retain integrity of Location, Design, Materials, Workmanship, and Feeling• Signage may have been altered

5. PROPERTIES IDENTIFIED AND EVALUATED AS POTENTIAL HISTORICAL RESOURCES

The buildings at 1666 N. Vermont Avenue and 1670 N. Vermont Avenue as well as the rooftop sign and three pole signs on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity.

5.1 Evaluation of 1666 N. Vermont Avenue

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Car Wash property type within the Car and Car Services sub-theme of the LACHCS.

1666 N. Vermont Avenue was constructed during the period of significance for the Car and Car Services sub-theme. It was also designed and historically used to provide washing services for automobiles. Early car washes were typically part of service stations or parking garages, but by the late 1920s, a few experiments in stand-alone facilities were constructed. Some development of the modern linear form of the car wash appear to have been constructed during the 1930s simultaneous with the growth of car ownership in the Los Angeles area. By the 1950s, the linear



form of the car wash had emerged fully mechanized just as a celebratory automobile culture gained prominence and there was a rapid increase in auto-oriented sprawl as a result. It was during this period that Googie became the favored style for car washes as the simplicity of its design and limited program lent itself well to the use of Googie-based structural expressionism. Car washes continued to be constructed throughout Los Angeles in the 1960s. The LACHCS notes that “the 1964 telephone book for Central Los Angeles area lists more than 120 ‘Automobile Washing and Polishing’ facilities.”⁴⁷ By the late 1960s, a conservative reaction to the extravagant Googie-style architecture of the earlier period took hold as well as a growing environmentalist movement that was increasingly opposed to roadside and auto-oriented buildings. As a result, the celebration of the car through its incorporation into the building’s design was quickly supplanted by more conservative architecture.

The car wash at 1666 N. Vermont Avenue is therefore associated with the overall trend in the development of car washes and Los Angeles’ flourishing car culture during the 1960s; however, *National Register Bulletin #15* states that a “mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property’s specific association must be considered important as well.”⁴⁸ 1666 N. Vermont Avenue is not an early example of a car wash in Los Angeles. The earliest remaining example identified by SurveyLA is 8820 W. Foothill Boulevard, which was constructed in 1954. Fifteen of the approximately 22 car washes identified by SurveyLA were built before the car wash at 1666 N. Vermont Avenue, which was constructed in 1964-1965.

Additionally, research did not reveal that 1666 N. Vermont Avenue has any significant historic associations, such as an association with the advancement of new technology or the evolution of the car wash as a property type related to the automobile. The car wash at 1666 N. Vermont Avenue does not appear to meet the eligibility standards for the Car Wash property type (see Table 1); therefore, 1666 N. Vermont Avenue does not appear to be eligible under Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 1666 N. Vermont Avenue was constructed for owner Bert Myerson. He is also noted as the owner of the Sunset Car Wash (1972) located at 7955 Sunset Boulevard, which is notable for its Late Modern architecture.⁴⁹ No further information was found regarding Myerson or whether he owned other car washes or commercial businesses in the Los Angeles area. Research did not reveal that Myerson had made an important contribution to commercial development in Los Angeles; therefore, he does not appear to meet the eligibility standards for the Commercial, Merchants, Leaders, and Buildings in the LACHCS (see Table 3).

Research also did not reveal specific information regarding other known owners or operators of the car wash. Many individuals likely worked at the 1666 N. Vermont Avenue since its construction in 1964-1965; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

⁴⁷ Prosser, *Commercial Development and the Automobile*, 54.

⁴⁸ National Register Bulletin #15, 12.

⁴⁹ “Sunset Car Wash,” Los Angeles Conservancy, accessed September 12, 2019, <https://www.laconservancy.org/locations/sunset-car-wash>.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1666 N. Vermont Avenue was evaluated as an example of a car wash and Googie style architecture.

1666 N. Vermont Avenue is an unexceptional example of a postwar car wash. It embodies some of the character-defining features typical of car washes constructed during this period, namely its linear configuration and canopy supported by a series of columns located along the street-facing elevation. The use of stone cladding on the columns was also typical of mid-to-late 1960s car washes. However, 1666 N. Vermont Avenue does not appear to be an excellent example within the context of car washes in comparison to other eligible examples constructed during this same period.

Car washes identified by SurveyLA as eligible for national, state, and local landmark programs were all also identified as excellent examples of Googie architecture. The simplicity of the car wash's design and its limited program lent itself well to the use of Googie-based structural expressionism; as a result, numerous Googie-style car washes were constructed during the 1950s and early 1960s. Examples include: Slauson Car Wash (1960) at 3601 W. Slauson Avenue; Olympic Car Wash (1962) at 3554 W. Olympic Boulevard; Lankershim Car Wash (1963) at 6622 N. Lankershim Boulevard; Magic Minute Car Wash (1964) at 1929 W. Manchester Avenue; Hollywood Stars Car Wash (1965) at 10501 W. Magnolia Boulevard; and Premier Car Wash (1966) at 17438 W. Ventura Boulevard. These examples are all noted as exhibiting quality of design through distinctive features of the Googie style, including bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. 1666 N. Vermont Avenue is characterized by its utilitarian design and is lacking in the qualities associated with these other examples of Googie-style car washes. Therefore, the building does not appear to meet the eligibility standards for either the car washes property type or the Googie style (see Table 1 and Table 6).

No architect is listed on the original 1964 building permit; however, B. Perlin is listed as the engineer.⁵⁰ Besteel Co. is listed as the contractor. They are also noted as the contractors of the Parkway Car Wash (1959) at 605 S. Arroyo Parkway in Pasadena (now demolished) and a shade structure (1966) at the Emerson Children's Center in Burbank.⁵¹ No further information was found regarding either Perlin or Besteel Co. that indicated either was generally recognized as a master in their field.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.⁵² A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1666 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. 1666 N. Vermont Avenue is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

⁵⁰ LADBS, Building Permit No. LA83005, December 1, 1964.

⁵¹ "Pasadena Auto Wash Unit Described as Largest in U.S.," *Los Angeles Times*, July 12, 1959; "School Projects to Cost \$25,420," *Los Angeles Times*, November 13, 1966.

⁵² *National Register Bulletin* #15, 20.



In conclusion, 1666 N. Vermont Avenue does not appear to be significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1666 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1666 N. Vermont Avenue does not appear to be significant under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

Conclusion

1666 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1666 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1666 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

5.2 Evaluation of 1670 N. Vermont Avenue

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Restaurants sub-theme of the LACHCS.

1670 N. Vermont Avenue was constructed in 1966 as an Orange Julius. The first Orange Julius stand was established by Julius Freed and Bill Hamlin in 1926 on South Broadway in Downtown Los Angeles.⁵³ At the time, the booming citrus industry in Southern California and an emerging reliance on travel by automobile led to the emergence of roadside stands selling orange juice. Many of these stands displayed programmatic architecture to catch the eye of the passing driver, and were designed as large orange globes. In a departure from the standard orange juice offered at other stands, Freed and Hamlin created a new creamy version, which was supposed to be easier on the stomach. Their recipe was a hit with the Southern California population and by 1929

⁵³ Excerpted from City of Los Angeles Office of Historic Resources, "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard," May 3, 2017, 1.



there were 100 Orange Julius locations. In 1964, Orange Julius was the official drink of the New York World's Fair. By 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. In 1987, the company merged with the ice cream chain restaurant, Dairy Queen, and today there are no operating Orange Julius locations left in Los Angeles. 1670 N. Vermont Avenue likely operated as an Orange Julius until 1987, after which it became Orange Bee Jay's.

1670 N. Vermont Avenue was constructed during the period of significance for the Restaurants sub-theme. It was also designed and historically used as a food stand operated by the Orange Julius of America company from 1966 until likely 1987. 1670 N. Vermont Avenue is therefore associated with the overall trend in the expansion of the Orange Julius restaurant chain in the 1960s, which by 1967 operated over 700 locations internationally; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well."⁵⁴ 1670 N. Vermont Avenue is not an early example of an Orange Julius food stand nor did research reveal that it had any other significant historic associations, such as a significant association with the evolution of the walk-up food stand as a property type for the Orange Julius company. 1670 N. Vermont Avenue does not appear to meet the eligibility standards for the Restaurants sub-theme (see Table 2); therefore, it does not appear to be eligible under Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Willard (Bill) Hamlin is noted as the chairman of the Orange Julius of America company in 1966.⁵⁵ Hamlin founded the company with Julius Fried in 1926, and is credited as the creator of the Orange Julius.⁵⁶ He later bought out Fried in 1949, and served as chairman until he sold the company to International Industries, Inc. in 1967. At the time the company was sold, it had grown to over 700 locations in eight countries and territories around the world. Although research shows that Hamlin appears to have made significant contributions to commercial growth and development in Los Angeles, *National Register Bulletin #15* states that "properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance."⁵⁷ Because 1666 N. Vermont Avenue was one of 700 Orange Julius food stands that the company operated by 1967, it would not be the best representation of Hamlin's productive life. His contribution would be better reflected by other built resources, such as the Orange Julius company headquarters or his personal residence.

Research also did not reveal specific information regarding other known commercial tenants of the building. Many individuals likely worked at the property since its construction in 1966; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

⁵⁴ National Register Bulletin #15, 12.

⁵⁵ "Investing in a Franchise? Start Out with a Study," *Los Angeles Times*, June 1, 1966.

⁵⁶ Burt A. Folkart, "From a Single Stand to an International Network: W. Hamlin; Orange Julius Creator," *Los Angeles Times*, June 6, 1987.

⁵⁷ National Register Bulletin #15, 15.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1670 N. Vermont Avenue was evaluated as an example of a food stand and Googie architecture.

In the 1960s, the Orange Julius company adopted a simplified Googie style for its walk-up food stands that often included a boxy one-story building topped with a zig-zag roof and an exaggerated pole sign that featured at least one elongated hexagonal sign. Like many walk-up food stands constructed during this period, Orange Juliuses were often auto-oriented buildings associated with an automobile-related commercial business, such as a car wash or car repair shop, or located on a parcel with ample surface parking. The style for the chain seems to be based off of a prototype designed for Orange Julius in 1964 by the award-winning architect, Maynard Lyndon (see Figure 19).⁵⁸ Examples of Googie-style Orange Julius food stands in the Southern California include: 622 N. Milpas Street in Santa Barbara (see Figure 20); 13222 Burbank Boulevard in Sherman Oaks; and 1231 W. Chapman Avenue in Orange, CA (see Figure 21). 6001 W. Pico Boulevard (now demolished) was one of the few intact examples in Los Angeles (see Figure 22). It was constructed in 1964 and designed by the architecture firm Armét & Davis.⁵⁹ Another example in Los Angeles is 9516 W. Pico Boulevard, constructed in 1964-1965 (see Figure 23).⁶⁰ Like 1670 N. Vermont Avenue, 9516 W. Pico Boulevard was also built adjacent to a car wash.

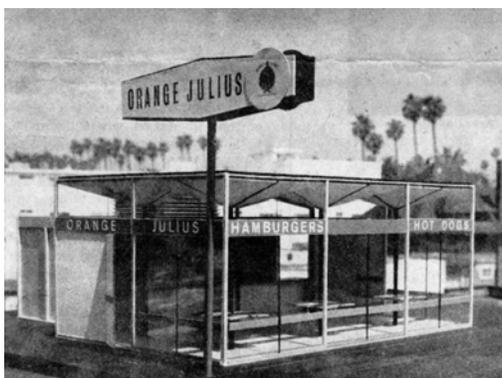


Figure 19: Orange Julius prototype designed by Maynard Lyndon in 1964 (San Diego Modernism)

⁵⁸ Ibid.

⁵⁹ City of Los Angeles, 1.

⁶⁰ LADBS, Building Permit No. LA75950, September 14, 1964.



Figure 20: 622 N. Milpas Street in Santa Barbara
(Google Maps, March 2019)



Figure 21: 1231 W. Chapman Avenue in Orange
(Google Maps, March 2019)



Figure 22: 6001 W. Pico Boulevard in Los Angeles
(Google Maps, March 2016)



Figure 23: 9516 W. Pico Boulevard in Los Angeles
(Google Maps, May 2019)

Neither research nor fieldwork revealed whether 1670 N. Vermont Avenue was originally constructed with the Googie-style features typical of mid-1960s Orange Julius food stands. No building permits were found for alterations to 1670 N. Vermont Avenue except for permits associated with alterations to signage. The earliest known historic photograph of the building dates from 1997. It shows that the roof of 1670 N. Vermont Avenue has been altered and a standing seam wood awning was subsequently added (see Figure 18). Because 1670 N. Vermont Avenue dates from the period in which Orange Julius constructed Googie-style food stands throughout Southern California, it is possible that 1670 N. Vermont Avenue originally exhibited Googie-style features which have since been altered or removed as a result of changes made to the building over time.

In its present form, 1670 N. Vermont Avenue is an unexceptional example of a postwar food stand. It embodies some of the character-defining features typical of food stands during this period, namely its simple, one-story rectangular massing, walk-up food service windows, exaggerated rooftop sign, and association with an automobile-related commercial business. However, 1670 N. Vermont Avenue does not appear to be an excellent example within the context of food stands in comparison to other examples constructed during the same period.



Food stands designated as HCMS or identified by SurveyLA as eligible for national, state, and/or local landmark programs are also either early examples of the property type, the location of a continuously operating restaurant (known as a legacy business), or exhibits quality of design through distinctive features. Examples include: the first Der Wienerschnitzel (HCM No. 1046) located at 1362 Gulf Avenue, which is also an early example of a food stand with a drive-thru; Pinks Hot Dogs located at 717 N. La Brea Avenue, which has been in continuous operation since the building's construction in 1949; and Luzy's Fast Food located at 4378 S. Main Street, which exhibit Googie-style features such as an exaggerated roof and protruding spear-like pole sign.

1670 N. Vermont Avenue is neither an early example of a food stand nor a location of a continuously operating restaurant. It also does not embody the distinctive characteristics of the Googie style. Excellent examples of Googie-style commercial buildings are all noted as exhibiting quality of design through distinctive features, which include bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. Examples designated as HCMS or identified by SurveyLA as eligible for national, state, or local landmark programs include: Johnie's Coffee Shop Restaurant (HCM No. 1045) located at 6101 W. Wilshire Boulevard; Norms Coffee Shop located at 1101 W. Pico Boulevard; and Pann's Coffee Shop located at 6710 S. La Tijera Boulevard. 1670 N. Vermont Avenue is lacking in the qualities associated with the finer examples of Googie-style commercial buildings. Furthermore, because 1670 N. Vermont Avenue does not exhibit the Googie-style features typical of Orange Julius food stands constructed in the mid-1960s, it does not evoke iconic cultural associations with the Orange Julius of America company from this period. Therefore, the building does not appear to meet the eligibility standards for either Restaurants or the Googie style (see Table 2 and Table 6).

Reese L. Freeland is noted on the original 1966 building permit as both the architect and engineer.⁶¹ He was a structural engineer who graduated from the University of Southern California in 1952 and later worked at Brandow & Johnston Associates in Los Angeles in 1980.⁶² No further information was found that indicated Freeland was generally recognized as a master in his field. No contractor is noted on the 1966 building permit.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.⁶³ A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1670 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1670 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

⁶¹ LADBS, Building Permit No. LA30420, August 3, 1966.

⁶² "Brandow & Johnston Associates," Advertisement, *Los Angeles Times*, October 5, 1980.

⁶³ *National Register Bulletin* #15, 20.



Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1670 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

Conclusion

1670 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1670 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1670 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

5.3 Evaluation of Commercial Signs at 1666 N. Vermont Avenue

The significance of commercial signs is primarily derived from their association with the history of the automobile and mass advertising in Los Angeles under Criteria A/1/1. Commercial signs can also represent an excellent example of an architectural style or promotional technique from its period under Criteria C/3/3. Therefore, the rooftop sign and three pole signs on the property at 1666 N. Vermont Avenue were only evaluated for national, state, and local landmark programs under Criteria A/1/1 and C/3/3. The context considered under these evaluations is the Pylons, Poles, Stantions, and Billboards sub-theme, Rooftop Signs sub-theme, and Googie sub-theme of the LACHCS.

Rooftop Sign

The rooftop sign does not appear to meet the eligibility standards for the Rooftop Signs sub-theme (see Table 5). The sign was likely erected in 1966 when the Orange Julius food stand was constructed. During the mid-1960s, signage for Orange Julius food stands appears to have featured an elongated hexagonal metal sign topped with a circular sign (see Figure 22), likely based on the prototype food stand designed by Maynard Lyndon in 1964 (see Figure 19). The Orange Julius signs have since been removed.

Because the rooftop sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a rooftop sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the rooftop sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.



Northeast Pole Sign

The northeast pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. It was originally located adjacent to the west parcel boundary and likely moved in 1967 to its current location on W. Prospect Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the northeast pole sign on the Project site does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

Northwest Pole Sign

The northwest pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1966 for the Orange Julius food stand and originally located to the south of 1670 N. Vermont Avenue. During the mid-1960s, pole signs for Orange Julius food stands appear to have featured an elongated hexagonal metal sign topped with a circular sign (see Figure 22), likely based on the prototype food stand designed by Maynard Lyndon in 1964 (see Figure 19). The Orange Julius signs have since been removed. The signage was also remounted on a new pole and relocated to its current location at an unknown date.

Because the northwest pole sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the northwest pole sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

West Pole Sign

The west pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the west pole sign on the Project site does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.



6. PROJECT IMPACTS

6.1 Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies “substantial adverse change” as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is “materially impaired” when a project:

Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.

The following factors are set forth in the City of Los Angeles' “L.A. CEQA Thresholds Guide,” which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of HCMs.

6.2 Project Description

The Applicant proposes to develop a new mixed-use building (see Figure 24). The Project would involve the demolition of the existing car wash located at 1666 N. Vermont Avenue and food stand located at 1670 N. Vermont Avenue. The maximum building height for the new mixed-use

building would be approximately 85.75 feet above grade or seven stories. The Project's commercial uses would be located on the ground floor. The 139 apartment units would be located on the second through seventh floors, of which 123 of the units would be market rate and 16 units would be for Extremely Low Income households. Parking would be located on the three subterranean floors. A surface parking lot would also be located at the northeast corner of the parcel. A pool and courtyard for residents would be located on the second floor (see Appendix D, Entitlement Submittal).



Figure 24: 1666 N. Vermont Avenue (west) elevation of proposed mixed-use building (Daryoush Safai)

6.3 Analysis of Project Impacts

The Project would have no direct impact on historical resources. There are no historical resources on the Project site and no historical resources would be demolished, destroyed, relocated, or altered as a result of the Project (see Section 5). Therefore, this report only analyzes the potential for the Project to result in indirect impacts on the historical resources in the vicinity. Indirect impacts or secondary effects are reasonably foreseeable and caused by a project but occur at a different time or place.⁶⁴ As described in Section 3.2, there are 3 historical resources, 4 potential historic districts, and 16 potential historical resources in the study area located to the north, northwest, west, east, and southeast of the Project site (see Figure 3).

In determining the potential impact of adjacent new construction on the historical resources in the study area, the central question is whether the new building would cause a "material impairment" to the significance of the nearby historical resources.⁶⁵ Material impairment occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resources in the study area no longer retained sufficient integrity to

⁶⁴ 14 CCR §15358 (a)(2)

⁶⁵ Pub. Res. Code §21084.1; CEQA Guidelines §15064.5(b).



convey their significance. The significance of the historical resources in the study area are described in Section 3.2.

According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. The UNESCO World Heritage conditions of authenticity for properties nominated under criteria (i) to (vi) are similar to the seven National Register aspects of integrity and include: form and design; materials and substance; use and function; traditions, techniques and management systems; location and setting; language, and other forms of intangible heritage; spirit and feeling; and other internal and external factors. The UNESCO World Heritage nomination for *The 20th-Century Architecture of Frank Lloyd Wright* only analyzes five of the eight conditions of authenticity, specifically the authenticity of location and setting, form and design, materials and substance, use and function, and spirit and feeling for each of the eight properties included within the nomination.⁶⁶

Six of the seven aspects of integrity are related to the physical characteristics of a building, structure, object, cultural landscape, or district that convey its historic significance and justify its inclusion in, or eligibility for, applicable landmark designation programs. Because the proposed Project would not alter physical characteristics of the historical resources in the study area, the only relevant aspect with respect to the impact of the new building on these historical resources is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property as well as the resource's broader surroundings. This analysis considers whether the integrity of setting of the 3 historical resources, 16 potential historical resources, and 4 potential historic districts in the study area would be so diminished by the new construction that they would no longer qualify as historical resources under national, state, or local landmark or historic district programs.

Historical Resources in the Study Area

As previously stated in Section 3.2, there are three historical resources in the study area. One historical resource, Barnsdall Park, has multiple designations with slightly different boundaries and contributing buildings and structures. These designations include: Barnsdall Park (HCM No. 34); Barnsdall Park (National Register); Aline Barnsdall Complex (NHL); and Hollyhock House (UNESCO World Heritage). Two historical resources, the Hollyhock House (HCM No. 12) and Residence A (HCM No. 33), are individually designated as HCMs.

The boundaries of the Barnsdall Park HCM are the municipal park boundaries. The boundaries of the National Register-listed Barnsdall Park and Aline Barnsdall Complex NHL are the boundaries of the property deeded by Aline Barnsdall to the City of Los Angeles in 1927. The boundary of the UNESCO World Heritage site excludes a portion of the property deeded by Barnsdall to the City that is located within the public right-of-way on E. Barnsdall Avenue. The Hollyhock House and Residence A HCMs are located within the boundaries of Barnsdall Park.

There are six contributing buildings and structures to the designated NHL and National Register-listed property: the Aline Barnsdall Residence (Hollyhock House), Garage/Chauffer's Quarters, Animal Cages, Barnsdall Park Arts Center (Residence A), Spring House and Dry Streambed, and Schindler Terrace (see Figure 25). Three of these contributing buildings and structures, the Hollyhock House, Garage/Chauffer's Quarters, and Animal Cages, comprise the UNESCO World

⁶⁶ Frank Lloyd Wright Building Conservancy, 220-224.

Heritage site. The Hollyhock House, Garage, and Animal Cages are sited on a north-south axis on the summit of Olive Hill within Barnsdall Park. Residence A is located on the north slope of Olive Hill. The Spring House and Dry Streambed are located to the southeast of the Hollyhock House. The Schindler Terrace is located on the west slope below the west elevation of the Hollyhock House.

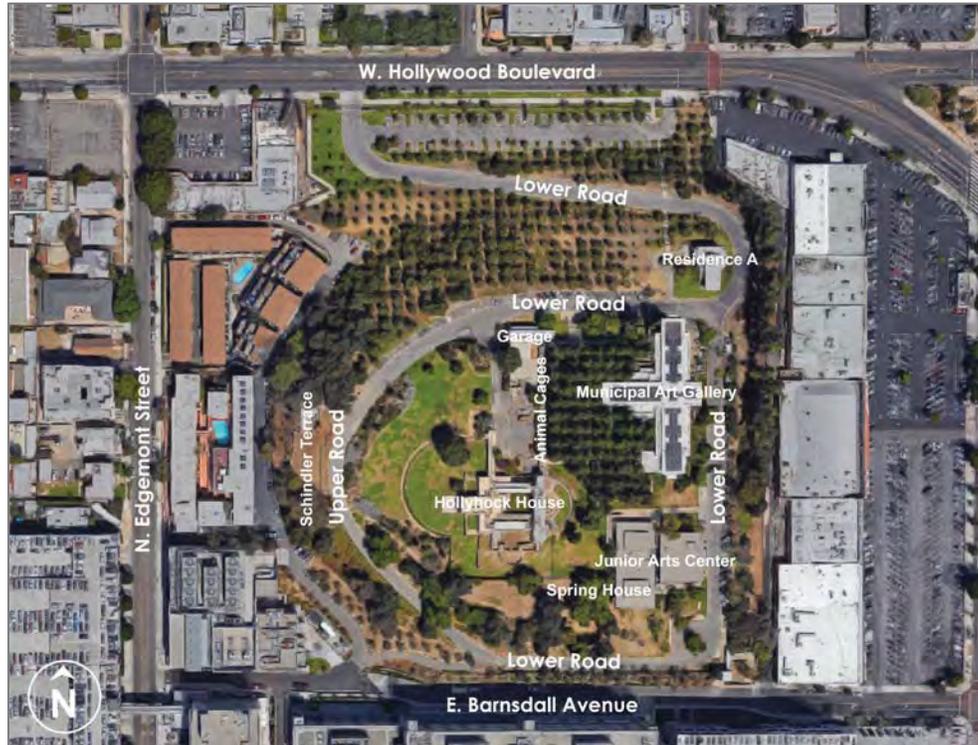


Figure 25: Locations of buildings and structures within Barnsdall Park

The three historical resources' broader surroundings, namely their relationship to the surrounding features, has been altered by new construction. Aline Barnsdall originally owned the entire block bounded by E. Hollywood Boulevard on the north, N. Vermont Avenue on the east, W. Sunset Boulevard on the south, and N. Edgemont Street on the west. In 1927, Barnsdall deeded a portion of this land at the summit of Olive Hill to the City of Los Angeles. Barnsdall and later her heirs retained ownership of the peripheral property around the summit immediately adjacent to Hollywood Boulevard, N. Edgemont Street, N. Vermont Avenue, and E. Barnsdall Avenue. The family intended to develop these properties, understanding their significant commercial value due to their location along developing commercial thoroughfares of Hollywood. In the gift agreement, Barnsdall specified that the height of any new construction on property she still owned on the "Easterly side of Edgemont Street in front of [Barnsdall Park]" would not exceed 60 feet.⁶⁷ The agreement notes that "this [was] for the express purpose of providing a free and uninterrupted view from [Barnsdall Park] to the west over Hollywood."⁶⁸ At the time Barnsdall deeded the land to the City, this view would have encompassed residential and commercial development, Griffith Park, and the Hollywood Hills.

⁶⁷ Grant Deed #9720 from Aline Barnsdall to City of Los Angeles, July 28, 1927 (filed August 2, 1927), Los Angeles County, California Deed Book 6772, page 92.

⁶⁸ Grant Deed #9720, page 92.



The area surrounding Barnsdall Park has been altered by later development, including the peripheral properties to the north, south, east, and west of Olive Hill that were not included in Barnsdall's gift. These surrounding parcels were subsequently developed with residential, commercial, and medical office buildings between 1955 and the present, including: three commercial buildings at 1553-1601 Vermont Avenue (1953-1954); an apartment complex at 1630 N. Edgemont Street (1955); an apartment complex at 1510 N. Edgemont Street (1958); three medical office buildings at 1510 N. Edgemont Street (1958 and 2008); a medical office building at 4701-4705 W. Sunset Boulevard (1961); two medical office buildings at 4715-4725 W Sunset Boulevard (1963 and 1990); five commercial buildings at 4726 W. Hollywood Boulevard and 1607-1637 N. Vermont Avenue (1964 and 1984); and three parking structures at 1550 N. Edgemont Street (1992 and 2003). A new mixed-use building is also currently being constructed at the corner of N. Edgemont Street and W. Hollywood Boulevard.

Despite these changes to the surrounding built environment, the integrity of setting is still a key aspect of integrity for the three historical resources within Barnsdall Park. This is because Wright's architectural designs were based on an integral relationship with the surrounding landscape where the continuity between the building and setting is made literal through forms and materials that echo those of the surrounding setting.⁶⁹ The NHL nomination characterizes the property's integrity of setting as follows:

Barnsdall Park remains an idyllic oasis in the surrounding urban sprawl. Although comparatively remote during the period of significance, Wright still approached the site and buildings as part of a secluded sanctuary, a feeling that pervades the park to this day. The setting, most dramatically the westward view shed, has been preserved in spite of the later development of the peripheral property not included in Aline Barnsdall's gift.⁷⁰

The UNESCO World Heritage nomination characterizes the property's authenticity of location and setting as follows:

Situated upon the crown of Olive Hill, a commanding site in Los Angeles, Hollyhock House continues to overlook the surrounding city from its hilltop location in Barnsdall Park, which provides a secure and unchanging immediate setting for the house, improved in recent years by replanting of olive trees. While development continues in Los Angeles neighborhoods below, it is controlled by local law, and the height of the hill maintains the prominence and views from the house.⁷¹

The NHL and UNESCO World Heritage nominations therefore acknowledge that while the integrity of the property's immediate setting remains, the overall integrity of the broader setting has been diminished by changes to the built environment over time. Yet the key component of the broader setting that both nominations emphasize and note remains intact is the westward viewshed from the west lawn of the Hollyhock House. The importance of this viewshed is also noted in Barnsdall's 1927 agreement with the City of Los Angeles.

⁶⁹ Frank Lloyd Wright Building Conservancy,

⁷⁰ Herr, 13.

⁷¹ Frank Lloyd Wright Building Conservancy, 221.

The Project site is located to the east of Barnsdall Park. It is separated from the municipal park's east boundary by N. Vermont Avenue, a large surface parking lot on the west side of N. Vermont Avenue that extends from Hollywood Boulevard to E. Barnsdall Avenue, and a strip mall consisting of seven commercial buildings located at 1531-1637 N. Vermont Avenue and 4726-4738 W. Hollywood Boulevard (see Figure 3). Because Olive Hill rises to an elevation of 85 feet and the Project site is located to the east across N. Vermont Avenue, the new building would not impact the integrity of immediate setting of the three historical resources. The new building would not impact the physical characteristics of the six contributing NHL buildings or three UNESCO World Heritage buildings nor the spatial relationships between them due to the physical separation between the Project site and the buildings at the summit. Because it is located to the east of Barnsdall Park, the new building would also not impact the westward viewshed from the west lawn of the Hollyhock House. It would not obscure the surrounding views of Hollywood, the Hollywood Hills, or Griffith Park.

The Project would introduce a new visual element to the area east of Barnsdall Park; however, the new building on the Project site would not impact the eastward viewshed from the area to the east of the Hollyhock House. This viewshed has already been obscured by the construction of the Junior Arts Center in 1967 and the Municipal Art Gallery in 1971 (see Figure 26). This viewshed is further obscured by the mature trees planted between the Hollyhock House and Municipal Art Gallery and along the east slope of Olive Hill (see Figure 27). Therefore, the new building on the Project site would not be visible from the area to the east of the Hollyhock House.



Figure 26: View of the Municipal Art Gallery from the area to the east of the Hollyhock House, looking east (GPA, 2017)



Figure 27: View of the area between the Hollyhock House and Municipal Art Gallery, looking north (GPA, 2017)

The new building on the Project site would be visible looking east from the area to the east of Residence A (see Figure 28). As described above, the overall integrity of the broader setting has been diminished by changes to the built environment over time. Most notably, the five-to-eight-story medical office buildings and parking structures that are part of the Children's Hospital of Los Angeles and Kaiser Permanente have already diminished the integrity of this eastward viewshed from the area to the east of Residence A (see Figure 29). Furthermore, the integrity of the eastward viewshed from Residence A is not a key aspect of the integrity of the broader setting for the three historical resources within Barnsdall Park to convey their significance. Unlike the integral relationship between the design of the Hollyhock House and the westward viewshed from the west lawn, the design of Residence A is not a reflection of the relationship between the building and the eastward viewshed.



Figure 28: View from the east lawn of Residence A with the Project site noted in blue, looking east (GPA, 2019)



Figure 29: View from the area to the east of Residence A with Kaiser Permanente noted in blue, looking southeast (GPA, 2019)

The UNESCO buffer zone for the Hollyhock House includes the block bounded by E. Hollywood Boulevard on the north, N. Vermont Avenue on the east, W. Sunset Boulevard on the south, and N. Edgemont Street on the west (see Figure 3). The UNESCO buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property. The Hollyhock House buffer zone is protected by local zoning law, which restricts the height of new construction on the block in order to “prevent construction that could interfere with views from the Hollyhock House.”⁷² On the south, the City restricts the height of new construction taller than the existing medical office buildings, the tallest of which is eight stories. On the east and west, the City restricts the height of new construction to a maximum building height of 50 feet. The Project site is located outside the

⁷² Frank Lloyd Wright Building Conservancy, 83.



UNESCO World Heritage site buffer zone for the Hollyhock House. However, the Project as currently designed with a maximum building height of 85.75 feet is comparable in size to the existing medical office buildings and parking structures to the south of Barnsdall Park.

In conclusion, the Project would not impact the setting of the three historical resources in the study area such that the integrity of the historical resources would be diminished to a level where they would no longer be eligible for UNESCO, federal, state, or local landmark designation. While the Project would introduce a new visual element to the study area, it would not impact the westward viewshed from the west lawn of the Hollyhock House, which is the key component of the integrity of the broader setting for the historical resources in the study area. The Project would also not impact the eastward viewshed from the area to the east of the Hollyhock House because this viewshed is already obscured by new construction within Barnsdall Park and by mature trees. The new building on the Project site would be visible looking east from the area to the east of Residence A, but the overall integrity of the broader setting has already been diminished by changes to the built environment over time. Furthermore, the integrity of the eastward viewshed from Residence A is not a key aspect of the integrity of the broader setting for the three historical resources within Barnsdall Park to convey their significance. Therefore, the Project would not result in a substantial adverse change to the immediate surroundings of the three historical resources to the degree that they would no longer be eligible for listing under international, national, state, or local landmark programs.

Potential Historic Districts in the Study Area

There are four potential historic districts in the study area: 1747-1757 New Hampshire Avenue, 4618 Prospect Avenue, Los Feliz Village Commercial District, and Lyman Place Residential District. The Project site is located outside the boundary of all four potential historic districts and therefore, would not impact their integrity of immediate setting. The relationship between the four historic districts' significant components would remain intact throughout and would not be changed by the Project. The significant components are the contributing properties as well as their other site design features. The Project would not affect the number of buildings in the potential historic districts or the ratio of contributing to noncontributing buildings. The Project would also not affect the districts' other site design features. Site design features of 1747-1757 New Hampshire Avenue and 4618 Prospect Avenue include the arrangement of the detached bungalows around a central walkway or courtyard. Site design features of the Los Feliz Village Commercial District include the district's pedestrian orientation with the siting of commercial storefronts at the sidewalk with no front setbacks, concrete sidewalks, and mature street trees. Site design features of the Lyman Place Residential District include mature landscaping and ornamental lampposts.

The Project site is located adjacent to the Los Feliz Village Commercial District on the south side of W. Prospect Avenue. The Project would introduce a new visual element to the south of the Los Feliz Village Commercial District; however, the broader surroundings of this potential historic district have already been altered by demolition and new construction. The boundary of the historic district extends along the east side of N. Vermont Avenue between W. Prospect Avenue and W. Franklin Avenue. The period of significance is 1920 to 1959, when the contributing properties were constructed. The closest building to the Project site within the boundaries of the historic district is 1702 N. Vermont Avenue, which is noted as a noncontributing building constructed in 1975. Immediately outside the boundaries of the historic district across N. Vermont Avenue are two properties constructed after the end of the district's period of significance. 1715 N. Vermont



Avenue consists of a commercial bank building constructed in 1969 and a surface parking lot. 1727 N. Vermont Avenue is an L-shaped strip mall constructed in 1986 and a surface parking lot. The overall integrity of the broader setting for the Los Feliz Village Commercial District has therefore been diminished by changes to the built environment over time adjacent to the Project site.

The other three potential historic districts are farther removed from the Project site by intervening streets and/or parcels, the majority of which are improved with low-rise buildings. These intervening buildings and streets create a geographic and visual separation between the Project site and the other three potential historic districts. However, because of the surrounding low-scale character of the surrounding neighborhood, the proposed new building on the Project site would likely introduce a new visual element to the west or southeast of these potential historic districts.

For the four potential historic districts, the integrity of the broader setting is not a key aspect of integrity to convey their significance because their design is not a reflection of their broader environment. It is extremely rare that integrity of broader setting is necessary for a historic district to express its historic or architectural significance within a dense urban environment. Furthermore, there is nothing in the guidance issued by the National Park Service to suggest that constructing a new building adjacent to a historic district impacts the district's integrity of setting. Therefore, the Project would not materially impair the eligibility of the four potential historic districts as historical resources because their broader setting outside their district boundaries is not pertinent to conveying their significance.

The views of the four potential historic districts from the surrounding blocks would not be obscured as a result of the Project. The contributing buildings within the boundaries of the potential historic districts would remain highly visible and continue to be prominent features on the blocks on which they are located.

In conclusion, the Project would not impact the setting of the four potential historic districts such that their integrity would be diminished to a level where they would no longer be eligible for national, state, and local landmark designation. While the Project would introduce a new visual element to the study area, the integrity of setting is not a key aspect of the integrity of these potential historic districts to convey their significance because their design is not a reflection of their immediate environment. The contributing buildings within the four potential historic districts would also remain highly visible and continue to be prominent features of the blocks on which they are located. Therefore, the Project would not result in a substantial adverse change to the immediate surroundings of these potential historic districts to the degree that they would no longer be eligible for listing under national, state, or local landmark programs.

Potential Historical Resources in the Study Area

There are 16 potential historical resources in the study area (see Table 7 below).

Name of Resource	Address (if applicable)
1742 N. Edgemont Street	N/A
1730 N. Edgemont Street	N/A
1716 N. Edgemont Street	N/A
1728 N. Edgemont Street	N/A
4759 W. Hollywood Boulevard	N/A



Name of Resource	Address (if applicable)
Hollywood Pedestrian Tunnel	W. Hollywood Boulevard at N. New Hampshire Avenue
Los Feliz Elementary School	1740-1750 N. New Hampshire Avenue
1777 N. Vermont Avenue	N/A
1777 N. Vermont Avenue	N/A
Samo's Signs	1716 N. Vermont Avenue
Dresden Restaurant	1760 N. Vermont Avenue
Los Feliz Theater	1820 N. Vermont Avenue
4655 W. Hollywood Boulevard	N/A
4645 W. Hollywood Boulevard	N/A
LADWP Distributing Station N. 54	1675 N. Hillhurst Avenue
Fire Station No. 35	1601 N. Hillhurst Avenue

The Project site is located outside the parcel boundaries of the 16 potential historical resources in the study area and therefore, would not impact their integrity of immediate setting. Their broader surroundings are removed from the Project site by intervening streets and/or parcels, the majority of which are improved with low-rise buildings. These intervening buildings and streets create a geographic and visual separation between the Project site and the 16 potential historical resources.

Because of the low-scale character of the surrounding neighborhood, the proposed new building on the Project site would likely introduce a new visual element to the study area. However, for all 16 potential historical resources, the integrity of the broader setting is not a key aspect of integrity to convey their significance because their design is not a reflection of their broader environment. It is extremely rare that integrity of broader setting is necessary for a historical resource to express its historic or architectural significance within a dense urban environment.

The views of the 16 potential historical resources from the surrounding blocks would not be obscured as a result of the Project. Therefore, each would remain highly visible and continue to be a prominent feature on the blocks on which they are located.

In conclusion, the Project would not impact the setting of the 16 potential historical resources such that their integrity would be diminished to a level where they would no longer be eligible for national, state, and local landmark designation. While the Project would introduce a new visual element to the study area, the integrity of setting is not a key aspect of the integrity of these potential historical resources to convey their significance because their design is not a reflection of their immediate environment. The 16 potential historical resources would also remain highly visible and continue to be prominent features of the blocks on which they are located. Therefore, the Project would not result in a substantial adverse change to the immediate surroundings of these 16 potential historical resources to the degree that they would no longer be eligible for listing under national, state, or local landmark programs.

7. CONCLUSIONS

The Project would have no direct impacts on historical resources. There are no historical resources on the Project site and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Project. Indirect impacts on historical resources were also analyzed. The Project would have no impact on the historical resources in the study area. The new building would introduce a new visual element to the immediate surroundings of the historical resources; however, the Project would not result in a substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended.



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Appendix A - Résumé



EMILY RINALDI is an Associate Architectural Historian at GPA. She has been involved in the field of historic preservation since 2011. Emily graduated from Columbia University with a Master of Science in Historic Preservation, receiving the school's highest honor for her thesis work. She has since worked in private architecture and historic preservation consulting in both the New York metropolitan area and California. Emily joined GPA in 2017 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; Historic Structure Reports; local landmark nominations; Federal Rehabilitation Tax

Credit and Mills Act applications; historic context statements; large-scale historic resource surveys; and evaluations of eligibility for a wide variety of projects and property types throughout Southern California. She is also experienced in providing property owners with expert guidance in the rehabilitation and restoration of historic buildings, having completed numerous projects in New York and Los Angeles.

Educational Background:

- M.S., Historic Preservation, Columbia University, 2013
- B.A., History, New York University, 2009
- B.A., Political Science, New York University, 2009

Professional Experience:

- GPA Consulting, Associate Architectural Historian, 2017-Present
- Building Conservation Associates, Inc., Historic Preservationist, 2015-2017
- Avery Drawings & Archives, Columbia University, Graduate Intern, 2012-2013
- Docomomo, US, Intern, 2012

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- Vernacular Architecture Forum, Image Editor for *Buildings & Landscapes*, 2014-Present

Selected Projects:

- Elks Lodge No. 99, Los Angeles, Federal Rehabilitation Tax Credit Application, 2019
- 713 E. 5th Street, Los Angeles, CEQA Historical Resource Technical Report, 2017
- Casa de Rosas, Los Angeles, Federal Rehabilitation Tax Credit Application, 2019
- 617 N. Rossmore Avenue, Los Angeles, CEQA Historical Resource Technical Report, 2018
- 1524 N. Cassil Place, Los Angeles, CEQA Historical Resource Technical Report, 2018
- Ahmanson Bank & Trust Building, Beverly Hills, Preservation Plan and Secretary of the Interior's Standards Compliance, 2018
- Westlake Theater, Preservation Plan and Secretary of the Interior's Standards Compliance, 2018
- 1003 Washington Boulevard, Los Angeles, CEQA Historical Resource Evaluation Report, 2018
- 11434 W. Pico Boulevard, Los Angeles, CEQA Historical Resource Evaluation Report, 2018
- 1129 E. 5th Street, Los Angeles, CEQA Historical Resource Technical Report, 2017
- 314-18 Firmin Street, Los Angeles, CEQA Historical Resource Evaluation Report, 2017
- Los Angeles Stock Exchange, Los Angeles, Preservation Plan and Secretary of the Interior's Standards Compliance, 2017
- Joannes Brothers Company Building, Historic Structure Report and Los Angeles Historic-Cultural Monument Nomination, 2017
- 823 Westbourne Drive, West Hollywood, CEQA Historical Resource Evaluation Report, 2017



Appendix B - SurveyLA Historical Resources Inventory Forms



Primary Address: **1730 N EDGEMONT ST**
 Name:
 Year built: 1929
 Architectural style: Tudor Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings.



Primary Address: **1742 N EDGEMONT ST**
 Other Address: 1744 N EDGEMONT ST
 Name:
 Year built: 1928
 Architectural style: Tudor Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings.



Primary Address: **1716 N EDGEMONT ST**
 Other Address: 1724 N EDGEMONT ST
 1728 N EDGEMONT ST
 Name:
 Year built: 1928
 Architectural style: Renaissance Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings.



Primary Address: **1728 N EDGEMONT ST**
 Other Address: 1716 N EDGEMONT ST
 1724 N EDGEMONT ST
 Name:
 Year built: 1928
 Architectural style: Renaissance Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings.

Name: 1747-1757 New Hampshire Ave Bungalow Court



Description:

American Colonial Revival bungalow court; seven detached one-story units; an eighth rear unit may have been demolished.

Significance:

Excellent example of a 1920s bungalow court in Hollywood. Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.



Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	The Bungalow Court, 1910-1939
Property type:	Residential
Property sub type:	Bungalow Court
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s bungalow court in Hollywood.

Context 2:

Context:	Entertainment Industry, 1908-1980
Sub context:	No Sub-context
Theme:	Residential Properties Associated with the Entertainment Industry, 1908-1980
Sub theme:	Entertainment Industry Housing and Neighborhoods, 1908-1949
Property type:	Residential
Property sub type:	Multi-Family Residence
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.



Primary Address: **4759 W HOLLYWOOD BLVD**
 Other Address: 4753 W HOLLYWOOD BLVD
 4757 W HOLLYWOOD BLVD
 4761 W HOLLYWOOD BLVD
 4763 W HOLLYWOOD BLVD
 1717 N NEW HAMPSHIRE AVE
 1717 1/2 N NEW HAMPSHIRE AVE
 1721 N NEW HAMPSHIRE AVE

Name:
 Year built: 1925
 Architectural style: Spanish Colonial Revival, Churrigueresque

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Mixed-use Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.



Primary Address: 4949 W HOLLYWOOD BLVD
 Other Address: 4951 W HOLLYWOOD BLVD
 4953 W HOLLYWOOD BLVD
 4955 W HOLLYWOOD BLVD
 4957 W HOLLYWOOD BLVD
 4959 W HOLLYWOOD BLVD
 4961 W HOLLYWOOD BLVD
 1703 N KENMORE AVE
 1705 N KENMORE AVE
 1707 N KENMORE AVE
 1709 N KENMORE AVE

Name: French-American Building
 Year built: 1930
 Architectural style: Mediterranean Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Mixed-use Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.



Address: **Underneath Hollywood Blvd at New Hampshire Ave**
 Name: Hollywood/New Hampshire Pedestrian Tunnel
 Year built: 1950
 Architectural style: Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Transportation Infrastructure, 1880-1980
Sub theme:	Pedestrian Tunnels, 1918-1960
Property type:	Pedestrian Tunnel
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Rare example of a pedestrian tunnel in Los Angeles; runs underneath Hollywood Boulevard, providing safe pedestrian access to Los Feliz Elementary School.



Address: Hollyridge at Lechner
 Name: Hollywoodland Public Retaining Wall 1
 Year built: 1923
 Architectural style: Not Applicable

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Suburbanization, 1888-1933
Sub theme:	Suburban Planning and Development, 1888-1933
Property type:	Tract/subdivision feature
Property sub type:	Retaining Wall
Criteria:	A/1/1 & C/3/3
Status code:	5S3
Reason:	This granite retaining wall is an intact original feature of the 1923 Hollywoodland residential development. It appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.

Name: Los Feliz Elementary School



Description:

Los Feliz Elementary School, located at 1740-1750 New Hampshire Avenue. Original school buildings include the two-story main administration and classroom building, as well as the auditorium. Both buildings were constructed in 1926 and designed in the Art Deco style.

Significance:

Excellent and rare example of a 1920s LAUSD elementary school in Los Feliz that pre-dates the 1933 Long Beach Earthquake. Also an excellent example of Art Deco institutional architecture in Los Feliz.



Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Education, 1876-1980
Theme:	Public Schools and the LAUSD, 1876-1980
Sub theme:	Pre-1933 Long Beach Earthquake, 1912-1933
Property type:	Institutional - Education
Property sub type:	Elementary School
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1920s LAUSD elementary school in Los Feliz that pre-dates the 1933 Long Beach Earthquake.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Related Responses to Modernism, 1926-1970
Sub theme:	Art Deco, 1926-1939
Property type:	Institutional
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Art Deco institutional architecture in Los Feliz.

Name: Los Feliz Village Commercial Historic District**Description:**

This district is a linear grouping of commercial buildings along the east side of Vermont Avenue between Franklin Avenue and Hollywood Boulevard. The district is composed of approximately 15 one- and two-story commercial storefront buildings. Buildings are primarily vernacular in style, with some Spanish Colonial Revival, Art Deco, Streamline Moderne and Mid-Century Modern influences. They are occupied by a variety of retail and restaurant uses. The district is anchored by the Los Feliz Theater, an Art Deco-style neighborhood movie theater that opened in 1934.

The district has a pedestrian orientation, with commercial storefronts set at the sidewalk with no front setbacks. Other features include wide concrete sidewalks and mature street trees. Commercial development of a similar period and scale occupies the west side of Vermont Avenue; however, this area does not retain sufficient integrity or cohesion to be included in the historic district.

Significance:

The Los Feliz Village Commercial Historic District is significant as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare, and as the primary commercial center that historically served the residential neighborhoods of Los Feliz. The district is composed of 15 properties. Of these, 12 are contributors, or approximately 80%. The period of significance is 1920-1959, when the contributing properties were constructed.

The district was originally subdivided in 1904 as the Croake & McCann's Gem of Hollywood and Bourne tracts. When development began in the 1920s, the area was accessible by the Vermont Avenue and Hollywood Boulevard streetcar lines. Later, Vermont Avenue became an important connector route between Hollywood and Los Feliz boulevards, two of Hollywood's primary east-west automobile corridors. As such, the commercial district grew around this major transportation hub.



Context 1:

Context:	Commercial Development, 1850-1980
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Neighborhood Commercial Centers, 1875-1960
Property type:	Neighborhood/Village Commercial Center
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	The Los Feliz Village Commercial Historic District is significant as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare, and as the primary commercial center that historically served the residential neighborhoods of Los Feliz.

Contributors/Non-Contributors:



Primary Address: 1702 N VERMONT AVE
 Other Address: 1700 N VERMONT AVE
 Type: Non-Contributor
 Year built: 1975
 Property type/sub type: Commercial-Finance; Bank/Savings & Loan
 Architectural style: Modern, Late



Primary Address: 1716 N VERMONT AVE
 Other Address: 1710 N VERMONT AVE
 1712 N VERMONT AVE
 1714 N VERMONT AVE
 Type: Contributor
 Year built: 1922
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Commercial, Vernacular; Mediterranean Revival



Primary Address: 1722 N VERMONT AVE
 Other Address: 1718 N VERMONT AVE
 1720 N VERMONT AVE
 Type: Contributor
 Year built: 1926
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Commercial, Vernacular



Primary Address: 1730 N VERMONT AVE
 Other Address: 4644 W KINGSWELL AVE
 4648 W KINGSWELL AVE
 1724 N VERMONT AVE
 1726 N VERMONT AVE
 1728 N VERMONT AVE
 1732 N VERMONT AVE
 Type: Contributor
 Year built: 1925
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Commercial, Vernacular



Primary Address: 1756 N VERMONT AVE
 Other Address: 4647 W KINGSWELL AVE
 4649 W KINGSWELL AVE
 4651 W KINGSWELL AVE
 4653 W KINGSWELL AVE
 4655 W KINGSWELL AVE
 1748 N VERMONT AVE
 1750 N VERMONT AVE
 1752 N VERMONT AVE
 1754 N VERMONT AVE
 1754 1/2 N VERMONT AVE
 Type: Contributor
 Year built: 1930
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Moderne, Streamline



Primary Address: 1760 N VERMONT AVE
 Other Address: 1760 1/2 N VERMONT AVE
 1762 N VERMONT AVE
 1764 N VERMONT AVE
 1766 N VERMONT AVE
 1768 N VERMONT AVE
 1768 1/2 N VERMONT AVE
 1770 N VERMONT AVE
 Type: Contributor
 Year built: 1933
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Commercial, Vernacular



Primary Address: 1776 N VERMONT AVE
 Other Address: 4646 W MELBOURNE AVE
 1772 N VERMONT AVE
 1774 N VERMONT AVE
 Type: Non-Contributor
 Year built: 1984
 Property type/sub type: Institutional-Religious/Spiritual; Church
 Architectural style: Modern, Late



Primary Address: 1810 N VERMONT AVE
 Other Address: 4645 W MELBOURNE AVE
 4647 W MELBOURNE AVE
 4649 W MELBOURNE AVE
 4651 W MELBOURNE AVE
 4657 W MELBOURNE AVE
 1800 N VERMONT AVE
 1802 N VERMONT AVE
 1804 N VERMONT AVE
 1806 N VERMONT AVE
 1808 N VERMONT AVE
 Type: Contributor
 Year built: 1922
 Property type/sub type: Commercial-Retail; Retail Store
 Architectural style: Mediterranean Revival



Primary Address: 1818 N VERMONT AVE
 Other Address: 1812 N VERMONT AVE
 1812 1/2 N VERMONT AVE
 1814 N VERMONT AVE
 1816 N VERMONT AVE
 Type: Contributor
 Year built: 1929
 Property type/sub type: Commercial-Retail; Other
 Architectural style: Art Deco



Primary Address: 1818 N VERMONT AVE
 Other Address: 1812 N VERMONT AVE
 1812 1/2 N VERMONT AVE
 1814 N VERMONT AVE
 1816 N VERMONT AVE
 Type: Contributor
 Year built: 1929
 Property type/sub type: Commercial-Retail; Retail Store
 Architectural style: Art Deco



Primary Address: 1822 N VERMONT AVE
 Other Address: 1820 N VERMONT AVE
 1824 N VERMONT AVE
 Type: Contributor
 Year built: 1934
 Property type/sub type: Commercial-Entertainment; Theater, Motion Picture
 Architectural style: Art Deco



Primary Address: 1854 N VERMONT AVE
 Other Address: 4647 W RUSSELL AVE
 4655 W RUSSELL AVE
 1850 N VERMONT AVE
 Type: Contributor
 Year built: 1940
 Property type/sub type: Commercial-Food; Restaurant/Tavern
 Architectural style: Commercial, Vernacular; Moderne, Streamline



Primary Address: 1854 N VERMONT AVE
 Other Address: 4647 W RUSSELL AVE
 4655 W RUSSELL AVE
 1850 N VERMONT AVE
 Type: Contributor
 Year built: 1940
 Property type/sub type: Commercial-Retail; Retail Store
 Architectural style: Commercial, Vernacular; Spanish Colonial Revival



Primary Address: 1858 N VERMONT AVE
 Type: Contributor
 Year built: 1930
 Property type/sub type: Commercial-Food; Restaurant/Tavern
 Architectural style: Commercial, Vernacular; Moderne, Streamline



Primary Address: 1870 N VERMONT AVE
 Other Address: 1864 N VERMONT AVE
 1864 1/2 N VERMONT AVE
 1866 N VERMONT AVE
 1868 N VERMONT AVE
 Type: Non-Contributor
 Year built: 1950
 Property type/sub type: Commercial-Retail; Retail Store
 Architectural style: No style



Primary Address: **1716 N VERMONT AVE**
 Other Address: 1710 N VERMONT AVE
 1712 N VERMONT AVE
 1714 N VERMONT AVE
 Name: Sarno's Signs
 Year built: 1955
 Architectural style: Not Applicable

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Signs, 1906-1980
Sub theme:	Rooftop Signs, 1906-1980
Property type:	Commercial - Sign
Property sub type:	Rooftop
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Excellent examples of 1950s neon signs in Los Feliz. The property contains two neon signs, a rooftop sign and a blade sign, for the now defunct Sarno's Cafe dell' Opera, an iconic Italian-American bakery and pizza restaurant, which closed in 2000. The rooftop sign reads "Sarno's Pizza di Napoli," and the blade sign is for the bakery and depicts a cake with candles. Evaluation is for the signs only; building is substantially altered. Signs appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.



Primary Address: **1760 N VERMONT AVE**
 Other Address: 1760 1/2 N VERMONT AVE
 1762 N VERMONT AVE
 1764 N VERMONT AVE
 1766 N VERMONT AVE
 1768 N VERMONT AVE
 1768 1/2 N VERMONT AVE
 1770 N VERMONT AVE
 Name: Dresden Restaurant
 Year built: 1933
 Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Identity, 1850-1980
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	5S3

Reason:	Long-time restaurant in Los Feliz; in continuous operation as the Dresden Restaurant since 1954. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.
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Primary Address: **1771 N VERMONT AVE**
 Name:
 Year built: 1930
 Architectural style: Tudor Revival; Gothic Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1920s residential hotel in Los Feliz; one of few remaining examples from this period. Residential hotels were an important early multi-family housing type in this area of the city.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Arts and Crafts Movement, 1895-1930
Sub theme:	Tudor Revival, 1895-1929
Property type:	Residential
Property sub type:	Multi-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz.



Primary Address: **1777 N VERMONT AVE**
 Name:
 Year built: 1929
 Architectural style: Tudor Revival; Gothic Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Arts and Crafts Movement, 1895-1930
Sub theme:	Tudor Revival, 1895-1929
Property type:	Residential
Property sub type:	Multi-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz.

Context 2:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1920s residential hotel in Los Feliz; one of few remaining examples from this period. Residential hotels were an important early multi-family housing type in this area of the city.



Primary Address: **1820 N VERMONT AVE**
 Other Address: 1822 N VERMONT AVE
 1824 N VERMONT AVE
 Name:
 Year built: 1934
 Architectural style: Art Deco

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Theaters, Pre-WWII, 1915-1942
Sub theme:	No SubTheme
Property type:	Commercial - Entertainment
Property sub type:	Neighborhood Theater
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1930s neighborhood theater in Los Feliz.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Related Responses to Modernism, 1926-1970
Sub theme:	Art Deco, 1926-1939
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Art Deco theater architecture in Los Feliz.

Name: 4618 Prospect Ave Bungalow Court



Description:

Spanish Colonial Revival bungalow court, composed of five detached buildings oriented around a central landscaped courtyard.

Significance:

Excellent example of a 1920s bungalow court in Hollywood. Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.



Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	The Bungalow Court, 1910-1939
Property type:	Residential
Property sub type:	Bungalow Court
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s bungalow court in Hollywood.

Context 2:

Context:	Entertainment Industry, 1908-1980
Sub context:	No Sub-context
Theme:	Residential Properties Associated with the Entertainment Industry, 1908-1980
Sub theme:	Entertainment Industry Housing and Neighborhoods, 1908-1949
Property type:	Residential
Property sub type:	Multi-Family Residence
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.



Primary Address: **4645 W HOLLYWOOD BLVD**
 Other Address: 4641 W HOLLYWOOD BLVD
 4643 W HOLLYWOOD BLVD
 Name:
 Year built: 1939
 Architectural style: Art Deco

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Related Responses to Modernism, 1926-1970
Sub theme:	Art Deco, 1926-1939
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Art Deco commercial architecture in Hollywood.



Primary Address: **4655 W HOLLYWOOD BLVD**
 Other Address: 4651 W HOLLYWOOD BLVD
 4653 W HOLLYWOOD BLVD
 Name:
 Year built: 1924
 Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Mixed-use Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.

Name: Lyman Place Multi-Family Residential Historic District

Description:

This district consists of 11 two-story apartment buildings which occupy the 1600 block of Lyman Place, between Prospect and Clayton avenues, in Hollywood.

The district contains three two-story apartment houses constructed in 1924, which are brick in construction and Mediterranean in style. They feature rectangular building forms, symmetrical facades, decorative arched panels above the windows on the front elevation, and zero front setback. The remainder of the district is composed of eight courtyard apartments, designed in the American Colonial Revival style and built between 1940 and 1941. These buildings display E- or U-shaped plans, hipped roofs and stucco exteriors, and are oriented around modest landscaped courtyards. American Colonial Revival details include segmental-arch window openings, dentil molding along the roofline, slender porch posts, paneled wood doors, entryways accentuated with pediments and pilasters, and decorative metal balustrades along exterior stairways and balconies. Other features of the district include mature landscaping and ornamental lampposts.

Today, the district is known as “Lyman Village,” with each of the buildings displaying the name of a classic film star. The 1920s apartment houses are named The Harlow, The DeMille and The Pickford. The 1940s courtyard apartment buildings are The Monroe, The Cagney, The Gable, The Valentino, The Fairbanks, The Bogart and The Mansfield.

Significance:

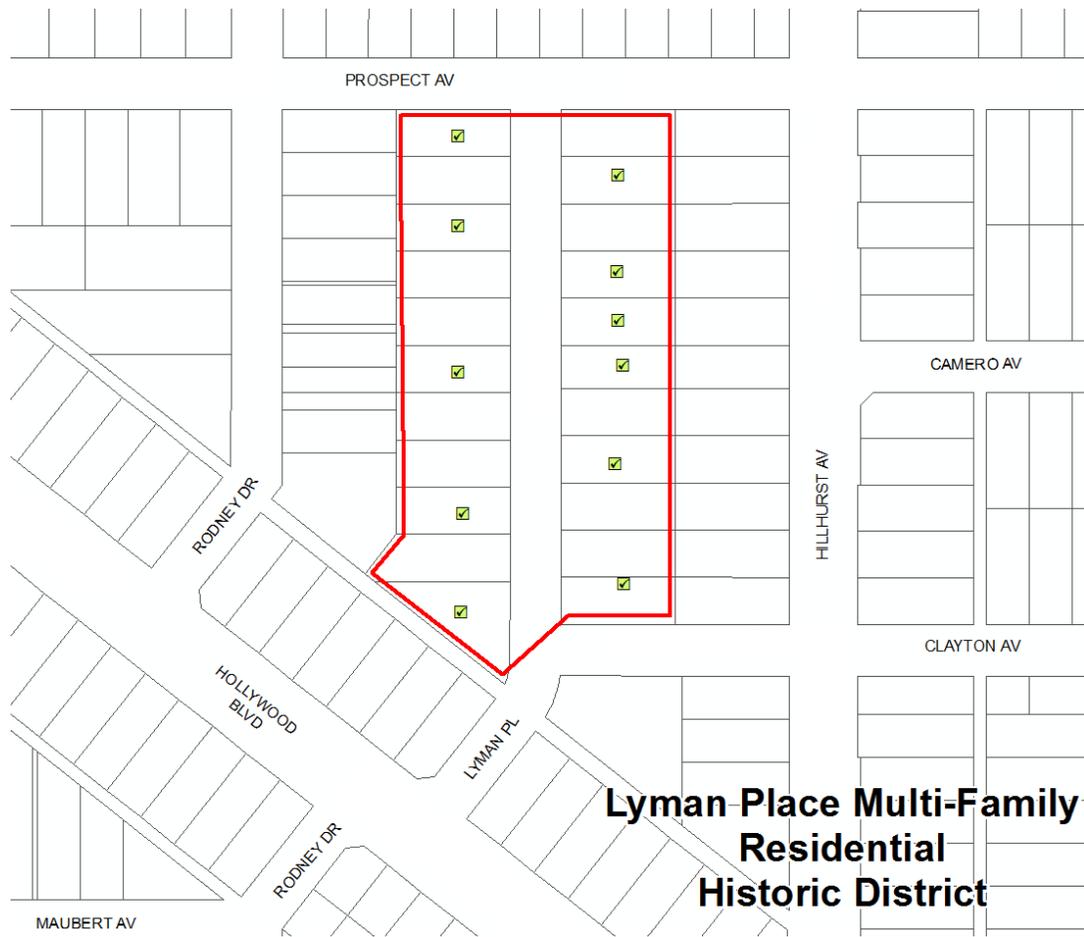
The Lyman Place Multi-Family Residential Historic District is significant as an intact and cohesive block of multi-family residential development in Hollywood. The district is composed of 11 properties, all of which are contributors. The period of significance is 1924-1941, when the contributing properties were constructed.

The district is a portion of Tract No. 7199, which was originally subdivided in 1923. The following year, three brick apartment houses were completed. The rest of the block remained unimproved until 1940, when construction began on a series of similarly-designed American Colonial Revival courtyard apartments. The E-shaped plans of the new courtyard buildings continue the rhythm of three originally established by the brick apartment houses. Lyman Place would be fully built out by 1941.

Lyman Place may be associated with well-known entertainers and entrepreneurs, Abe and Mike Lyman. During the early 1920s, the brothers were co-owners of the highly popular Sunset Inn in Santa Monica. The nightclub attracted some of the top names in the burgeoning film industry, including Mary Pickford, Norma Talmadge, Charlie Chaplin and Buster Keaton.

Subsequently, both brothers went on to successful but separate careers. Mike Lyman worked as a band leader, providing the entertainment for various cocktail rooms and cabarets around Los Angeles. In the 1930s he opened Lyman’s Grill in downtown Los Angeles, with a second location opening in Hollywood in 1941. Abe Lyman was a popular drummer, band leader and composer. He founded his own band, Abe Lyman’s California Ambassador Orchestra, which performed nightly at the Coconut Grove nightclub at the Ambassador Hotel. The orchestra toured widely and made numerous recordings from the 1920s through the 1940s. He also contributed music to various Warner Bros. films and cartoons.

The success of the Lyman brothers in the 1920s through the 1940s, and their close association with the entertainment industry, coincides with the development of Lyman Place in Hollywood; however, an association between the Lymans and this development has not been definitively established. This historic district is significant as a highly intact and cohesive block of multi-family residential development in Hollywood.



Lyman Place Multi-Family Residential Historic District

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Multi-Family Residential District, 1910-1980
Property type:	Residential-Multi Family
Property sub type:	Multi-Family District
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	The Lyman Place Multi-Family Residential Historic District is significant as an intact and cohesive block of multi-family residential development in Hollywood.

Contributors/Non-Contributors:



Primary Address: 1603 N LYMAN PL
 Other Address: 1601 N LYMAN PL
 Type: Contributor
 Year built: 1940
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1604 N LYMAN PL
 Other Address: 1600 N LYMAN PL
 1600 1/2 N LYMAN PL
 1602 N LYMAN PL
 1602 1/2 N LYMAN PL
 1604 1/2 N LYMAN PL
 1606 N LYMAN PL
 1608 N LYMAN PL
 Type: Contributor
 Year built: 1941
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1615 N LYMAN PL
 Other Address: 1607 N LYMAN PL
 1607 1/2 N LYMAN PL
 1609 N LYMAN PL
 1609 1/2 N LYMAN PL
 1611 N LYMAN PL
 1611 1/2 N LYMAN PL
 1613 N LYMAN PL
 1613 1/2 N LYMAN PL
 1617 N LYMAN PL
 1617 1/2 N LYMAN PL
 1619 N LYMAN PL
 1621 N LYMAN PL
 1621 1/2 N LYMAN PL
 1623 N LYMAN PL
 1623 1/2 N LYMAN PL
 Type: Contributor
 Year built: 1940
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1618 N LYMAN PL
 Other Address: 1610 N LYMAN PL
 1612 N LYMAN PL
 1612 1/2 N LYMAN PL
 1614 N LYMAN PL
 1616 N LYMAN PL
 1620 N LYMAN PL
 1622 N LYMAN PL
 1624 N LYMAN PL
 1626 N LYMAN PL
 1628 N LYMAN PL

Type: Contributor
 Year built: 1941
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1630 N LYMAN PL
 Other Address: 1634 N LYMAN PL

Type: Contributor
 Year built: 1924
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: Spanish Colonial Revival



Primary Address: 1633 N LYMAN PL
 Other Address: 1625 N LYMAN PL
 1627 N LYMAN PL
 1629 N LYMAN PL
 1629 1/2 N LYMAN PL
 1631 N LYMAN PL
 1635 N LYMAN PL
 1635 1/2 N LYMAN PL
 1637 N LYMAN PL
 1639 N LYMAN PL
 1639 1/2 N LYMAN PL
 1641 N LYMAN PL
 1641 1/2 N LYMAN PL

Type: Contributor
 Year built: 1940
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1636 N LYMAN PL
 Other Address: 1640 N LYMAN PL
 Type: Contributor
 Year built: 1925
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: Spanish Colonial Revival



Primary Address: 1642 N LYMAN PL
 Type: Contributor
 Year built: 1925
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: Spanish Colonial Revival



Primary Address: 1651 N LYMAN PL
 Other Address: 1643 N LYMAN PL
 1643 1/2 N LYMAN PL
 1645 N LYMAN PL
 1645 1/2 N LYMAN PL
 1647 N LYMAN PL
 1647 1/2 N LYMAN PL
 1649 N LYMAN PL
 1649 1/2 N LYMAN PL
 1653 N LYMAN PL
 1653 1/2 N LYMAN PL
 1655 N LYMAN PL
 1655 1/2 N LYMAN PL
 1657 N LYMAN PL
 1657 1/2 N LYMAN PL
 1659 N LYMAN PL
 1659 1/2 N LYMAN PL
 Type: Contributor
 Year built: 1940
 Property type/sub type: Residential-Multi Family; Apartment House
 Architectural style: American Colonial Revival



Primary Address: 1660 N LYMAN PL
Other Address: 1650 N LYMAN PL
1652 N LYMAN PL
1654 N LYMAN PL
1656 N LYMAN PL
1658 N LYMAN PL
1662 N LYMAN PL
1664 N LYMAN PL
1666 N LYMAN PL
1668 N LYMAN PL
1670 N LYMAN PL
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Multi Family; Apartment House
Architectural style: American Colonial Revival



Primary Address: 4530 W PROSPECT AVE
Other Address: 4532 W PROSPECT AVE
4534 W PROSPECT AVE
4536 W PROSPECT AVE
4538 W PROSPECT AVE
4540 W PROSPECT AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Multi Family; Apartment House
Architectural style: American Colonial Revival



Primary Address: **1675 N HILLHURST AVE**
 Other Address: 1657 N HILLHURST AVE
 1663 N HILLHURST AVE
 1667 N HILLHURST AVE
 1673 N HILLHURST AVE
 Name: Department of Water and Power Distributing Station No. 54
 Year built: 1955
 Architectural style: Modern, Mid-Century

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Municipal Water and Power, 1916-1980
Sub theme:	Distributing and Receiving Stations, 1916-1980
Property type:	Institutional - Infrastructure
Property sub type:	Distributing Station
Criteria:	A/1/1
Status code:	QQQ
Reason:	Example of a post-World War II Department of Water and Power distributing station; DWP buildings from this era will be evaluated at a later date pending further research into the postwar building program.



Primary Address: 1751 N HILLHURST AVE
 Other Address: 1753 N HILLHURST AVE
 1755 N HILLHURST AVE
 1757 N HILLHURST AVE
 1759 N HILLHURST AVE
 1761 N HILLHURST AVE
 Name:
 Year built: 1927
 Architectural style: Spanish Colonial Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Mixed-Use Residential and Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.



Primary Address: 2100 N HIGHLAND AVE
 Name: Lasky-DeMille Barn
 Year built: 1913
 Architectural style: Other

Context 1:

Context:	Entertainment Industry, 1908-1980
Theme:	Industrial Properties Associated with the Entertainment Industry, 1908-1980
Sub theme:	Origins of the Motion Picture Industry, 1908-1919
Property type:	Industrial
Property sub type:	Early Motion Picture Studio
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Operated as an early film studio by Jesse Lasky; used by pioneer film director Cecil B. DeMille. Relocated to this site from Paramount Studios in 1983.



Primary Address: 1601 N HILLHURST AVE
 Other Address: 1607 N HILLHURST AVE
 Name: Fire Station No. 35
 Year built: 1945
 Architectural style: Moderne, Late

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Municipal Fire Stations, 1900-1980
Sub theme:	Post WWII Fire Stations, 1947-1960
Property type:	Institutional - Government
Property sub type:	Fire Station
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of a post-World War II fire station in Los Feliz; represents the expansion of municipal services in the area during the postwar period.



Appendix C – DPR 523 Forms

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 8 *Resource Name or #: (Assigned by recorder) 1666 N. Vermont Avenue

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Hollywood Date 2018 T ____; R ____; ____ ¼ of ____ ¼ of Sec ____; ____ B.M.

c. Address 1666 N. Vermont Avenue City Los Angeles Zip 90027

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

4693 Hollywood Boulevard; Assessor Parcel Number 5542-001-022

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (Continued on Page 3).

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking northeast, 09/2019

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1965; Los Angeles County Office of the Assessor

*P7. Owner and Address:

Vermont Real Estate

1666 N. Vermont Avenue

Los Angeles, CA 90027

*P8. Recorded by: (Name, affiliation, and address)

Emily Rinaldi, GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 08/05/2020

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report: 1666 N. Vermont Avenue, Los Angeles, California," August 2020

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1666 N. Vermont Avenue *NRHP Status Code 6Z
Page 2 of 8

B1. Historic Name: Hollymont Car Wash B2. Common Name: Vermont Hand Wash & Detailing Center
B3. Original Use: Car Wash B4. Present Use: Car Wash

5. Architectural Style: Googie

*B6. Construction History: (Construction date, alterations, and date of alterations)
See Continuation sheet.

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features: 1670 N. Vermont Avenue; surface parking lot; rooftop sign; three pole signs

B9a. Architect: B. Perlin (Engineer) b. Builder: Besteel Co.
*B10. Significance: Theme Car Washes 1950-1970; Commercial Merchants, Leaders, and Builders 1850-1980;
Googie 1935-1969; Commercial Signs, 1906-1980 Area Los Angeles, CA
Period of Significance N/A Property Type Car Wash Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1666 N. Vermont Avenue as well as the two pole signs on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity. The building at 1670 N. Vermont Avenue, rooftop sign, and pole sign were evaluated on a separate DPR 533 form set (Continued on Page 4).

B11. Additional Resource Attributes: (List attributes and codes) N/A

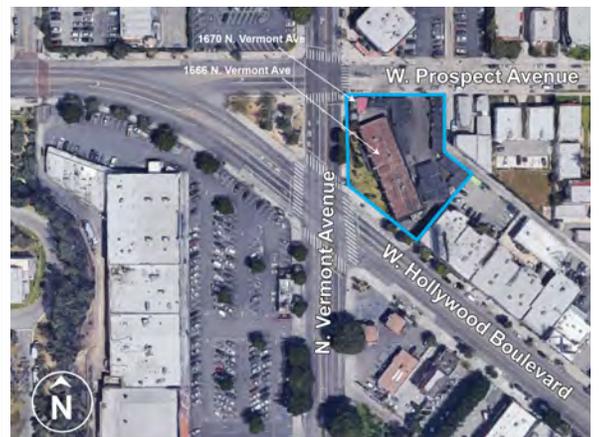
*B12. References:
See Continuation sheet.

B13. Remarks: N/A

*B14. Evaluator: Emily Rinaldi
*Date of Evaluation: 08/05/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Page 3 of 8 *Resource Name or # (Assigned by recorder) 1666 N. Vermont Avenue
*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

P3a. Description (Continued from Page 1):

1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the subject property, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern. It is topped by a Googie-style metal sign that reads "Car" on one side and "Wash" on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads "Enter." Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs. It is topped with a circular sign that reads "Hecho en Los Feliz," and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads "Machos Tacos." The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole topped with a street light fixture. Below the light fixture is a rectangular metal sign with rounded ends that reads "100% Hand Wash." The lowest sign is a rectangular metal sign advertising the price of a car wash.

1666 N. Vermont Avenue is one story in height and rectangular in plan. It has a flat corrugated metal roof surrounded by a standing seam metal awning. The roof is supported on one side by a row of eight rectangular columns regularly-spaced along the west elevation that are clad in rough-cut natural stone. The west side of the car wash is open and is where the cars are pulled through the car wash in an assembly-line manner. To the east are two enclosed rectangular rooms, one to the north and one to the south with a passageway in between. The north room has an aluminum-and-glass storefront on the north elevation with fully glazed, paired aluminum doors, and a fixed single-light window on the east elevation. The south room has three entrances on the east elevation. One consists of a single fully glazed aluminum door and the other two appear to consist of wood slab doors. There are also window openings irregularly spaced along the east elevation of the south room. Openings at the south end have fixed single-light window sashes, while the openings at the north end have been infilled.

B.6 Construction History (Continued from Page 2):

1666 N. Vermont Avenue was constructed as a car wash for owner Bert Myerson.¹ No architect is listed on the original building permit, but B. Perlin is listed as the engineer and Besteel Co. is listed as the contractor. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).² The northeast pole sign was installed in 1965.³ It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.⁴ 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.⁵ Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food

¹ LADBS, Building Permit No. LA82750, November 27, 1964; LADBS, Building Permit No. LA82751, November 27, 1964; and LADBS, Building Permit No. LA83005, December 1, 1964.

² LADBS, Building Permit No. LA94258, May 5, 1965.

³ LADBS, Building Permit No. LA98270, June 24, 1965.

⁴ LADBS, Building Permit No. LA5561, October 30, 1967.

⁵ LADBS, Building Permit No. LA30420, August 3, 1966.

CONTINUATION SHEET

Page 4 of 8 *Resource Name or # (Assigned by recorder) 1666 N. Vermont Avenue
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stand; however, it was originally located to the south of the building and relocated to its current location at an unknown date.⁶ The existing billboard on the subject property appears to have been installed in 1970.⁷

1666 N. Vermont Avenue has been altered over time. In 1972, a walkway was partitioned within the building.⁸ In 1986, the north room was expanded, and a new roll-up garage door installed.⁹ In 1987, a new partition wall was constructed, and two new garage doors were installed within existing openings.¹⁰ Other alterations noted during the field inspection include the infilling of the garage opening on the north room with new storefront infill; the infilling of window openings; and the removal and replacement of window sashes. A 1965 aerial photograph also shows that there was a square-shaped structure originally located at the center of the east elevation that has since been demolished.

B10. Significance (Continued from Page 2):

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Car Wash property type within the Car and Car Services sub-theme of the LACHCS.

1666 N. Vermont Avenue was constructed during the period of significance for the Car and Car Services sub-theme. It was also designed and historically used to provide washing services for automobiles. Early car washes were typically part of service stations or parking garages, but by the late 1920s, a few experiments in stand-alone facilities were constructed. Some development of the modern linear form of the car wash appear to have been constructed during the 1930s simultaneous with the growth of car ownership in the Los Angeles area. By the 1950s, the linear form of the car wash had emerged fully mechanized just as a celebratory automobile culture gained prominence and there was a rapid increase in auto-oriented sprawl as a result. It was during this period that Googie became the favored style for car washes as the simplicity of its design and limited program lent itself well to the use of Googie-based structural expressionism. Car washes continued to be constructed throughout Los Angeles in the 1960s. The LACHCS notes that "the 1964 telephone book for Central Los Angeles area lists more than 120 'Automobile Washing and Polishing' facilities."¹¹ By the late 1960s, a conservative reaction to the extravagant Googie-style architecture of the earlier period took hold as well as a growing environmentalist movement that was increasingly opposed to roadside and auto-oriented buildings. As a result, the celebration of the car through its incorporation into the building's design was quickly supplanted by more conservative architecture.

The car wash at 1666 N. Vermont Avenue is therefore associated with the overall trend in the development of car washes and Los Angeles' flourishing car culture during the 1960s; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well."¹² 1666 N. Vermont Avenue is not an early example of a car wash in Los Angeles. The earliest remaining example identified by SurveyLA is 8820 W. Foothill Boulevard, which was constructed in 1954. Fifteen of the approximately 22 car washes identified by SurveyLA were built before the car wash at 1666 N. Vermont Avenue, which was constructed in 1964-1965.

Additionally, research did not reveal that 1666 N. Vermont Avenue has any significant historic associations, such as an

⁶ LADBS, Building Permit No. 34358, October 18, 1966.

⁷ LADBS, Building Permit No. 19646, November 24, 1970.

⁸ LADBS, Building Permit No. 56526, August 22, 1972.

⁹ LADBS, Building Permit No. LA48440, October 17, 1986.

¹⁰ LADBS, Building Permit No. LA55034, January 14, 1987; and LADBS, Building Permit No. LA60234, March 19, 1987.

¹¹ Prosser, *Commercial Development and the Automobile*, 54.

¹² National Register Bulletin #15, 12.

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*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

association with the advancement of new technology or the evolution of the car wash as a property type related to the automobile. The car wash at 1666 N. Vermont Avenue does not appear to meet the eligibility standards for the Car Wash property type; therefore, 1666 N. Vermont Avenue does not appear to be eligible under Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 1666 N. Vermont Avenue was constructed for owner Bert Myerson. He is also noted as the owner of the Sunset Car Wash (1972) located at 7955 Sunset Boulevard, which is notable for its Late Modern architecture.¹³ No further information was found regarding Myerson or whether he owned other car washes or commercial businesses in the Los Angeles area. Research did not reveal that Myerson had made an important contribution to commercial development in Los Angeles; therefore, he does not appear to meet the eligibility standards for the Commercial, Merchants, Leaders, and Buildings in the LACHCS.

Research also did not reveal specific information regarding other known owners or operators of the car wash. Many individuals likely worked at the 1666 N. Vermont Avenue since its construction in 1964-1965; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1666 N. Vermont Avenue was evaluated as an example of a car wash and Googie style architecture.

1666 N. Vermont Avenue is an unexceptional example of a postwar car wash. It embodies some of the character-defining features typical of car washes constructed during this period, namely its linear configuration and canopy supported by a series of columns located along the street-facing elevation. The use of stone cladding on the columns was also typical of mid-to-late 1960s car washes. However, 1666 N. Vermont Avenue does not appear to be an excellent example within the context of car washes in comparison to other eligible examples constructed during this same period.

Car washes identified by SurveyLA as eligible for national, state, and local landmark programs were all also identified as excellent examples of Googie architecture. The simplicity of the car wash's design and its limited program lent itself well to the use of Googie-based structural expressionism; as a result, numerous Googie-style car washes were constructed during the 1950s and early 1960s. Examples include: Slauson Car Wash (1960) at 3601 W. Slauson Avenue; Olympic Car Wash (1962) at 3554 W. Olympic Boulevard; Lankershim Car Wash (1963) at 6622 N. Lankershim Boulevard; Magic Minute Car Wash (1964) at 1929 W. Manchester Avenue; Hollywood Stars Car Wash (1965) at 10501 W. Magnolia Boulevard; and Premier Car Wash (1966) at 17438 W. Ventura Boulevard. These examples are all noted as exhibiting quality of design through distinctive features of the Googie style, including bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. 1666 N. Vermont Avenue is characterized by its utilitarian design and is lacking in the qualities associated with these other examples of Googie-style car washes. Therefore, the building does not appear to meet the eligibility standards for either the car washes property type or the Googie style.

No architect is listed on the original 1964 building permit; however, B. Perlin is listed as the engineer.¹⁴ Besteel Co. is listed as the contractor. They are also noted as the contractors of the Parkway Car Wash (1959) at 605 S. Arroyo

¹³ "Sunset Car Wash," Los Angeles Conservancy, accessed September 12, 2019, <https://www.laconservancy.org/locations/sunset-car-wash>.

¹⁴ LADBS, Building Permit No. LA83005, December 1, 1964.

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Page 6 of 8 *Resource Name or # (Assigned by recorder) 1666 N. Vermont Avenue
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Parkway in Pasadena (now demolished) and a shade structure (1966) at the Emerson Children's Center in Burbank.¹⁵ No further information was found regarding either Perlin or Besteel Co. that indicated either was generally recognized as a master in their field.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.¹⁶ A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1666 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. 1666 N. Vermont Avenue is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, 1666 N. Vermont Avenue does not appear to be significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1666 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1666 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

Conclusion

1666 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1666 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1666 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

Northeast Pole Sign

The northeast pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme. The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. It was originally located adjacent to the west parcel boundary and likely moved in 1967 to its current location on W. Prospect Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Google architectural style or

¹⁵ "Pasadena Auto Wash Unit Described as Largest in U.S.," *Los Angeles Times*, July 12, 1959; "School Projects to Cost \$25,420," *Los Angeles Times*, November 13, 1966.

¹⁶ *National Register Bulletin* #15, 20.

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promotional technique from the period. Therefore, the northeast pole sign on the subject property does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

West Pole Sign

The west pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stations, and Billboards sub-theme. The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the west pole sign on the subject property does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.



Northeast pole sign, looking southwest (GPA, 2019)



West pole sign, looking southeast (GPA, 2019)

B12. References:

City Directory. Los Angeles. Various Dates.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard." May 3, 2017.

Gudis, Catherine. "Commercial Development, 1850-1980: Commercial Signs, 1906-1980." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, December 2015.

Historic Resources Group. "Historic Resources Survey Report: Hollywood Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, August 2011. Revised

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Page 8 of 8 *Resource Name or # (Assigned by recorder) 1666 N. Vermont Avenue
*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

November 2015.

Los Angeles Times. Various Dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

National Register Bulletin #16: How to Complete the National Register Registration Form. Washington D.C.: National Park Service, 1997.

Prosser, Daniel. "Commercial Development, Commercial Development and the Automobile." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, August 2016.

Prosser, Daniel. "Commercial Development, Neighborhood Commercial Development, Restaurants." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

"Sunset Car Wash." Los Angeles Conservancy. Accessed September 12, 2019,
<https://www.laconservancy.org/locations/sunset-car-wash>.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 8 *Resource Name or #: (Assigned by recorder) 1670 N. Vermont Avenue

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Hollywood Date 2018 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 1670 N. Vermont Avenue City Los Angeles Zip 90027

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

4693 Hollywood Boulevard; Assessor Parcel Number 5542-001-022

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (Continued on Page 3).

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) View looking east, 09/2019

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both
1966; Los Angeles County Office of the Assessor

*P7. Owner and Address:
Vermont Real Estate
1666 N. Vermont Avenue
Los Angeles, CA 90027

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi, GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 08/05/2020

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report: 1666 N. Vermont Avenue, Los Angeles, California," August 2020

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1670 N. Vermont Avenue *NRHP Status Code 6Z

Page 2 of 8

B1. Historic Name: Orange Julius/Orange Bee Jay's B2. Common Name: Machos Tacos

B3. Original Use: Restaurant B4. Present Use: Restaurant

5. Architectural Style: Googie

*B6. Construction History: (Construction date, alterations, and date of alterations)
See Continuation sheet.

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features: 1666 N. Vermont Avenue; surface parking lot; rooftop sign; three pole signs

B9a. Architect: Reese L. Freeland (Structural Engineer) b. Builder: Unknown

*B10. Significance: Theme Restaurants 1880-1980; Googie 1935-1969; Commercial Signs, 1906-1980

Area Los Angeles, CA

Period of Significance N/A Property Type Food Stand Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1670 N. Vermont Avenue, the rooftop sign, and one pole sign on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity. The building at 1666 N. Vermont Avenue and two pole signs were evaluated on a separate DPR 533 form set (Continued on Page 4).

B11. Additional Resource Attributes: (List attributes and codes) N/A

*B12. References:
See Continuation sheet.

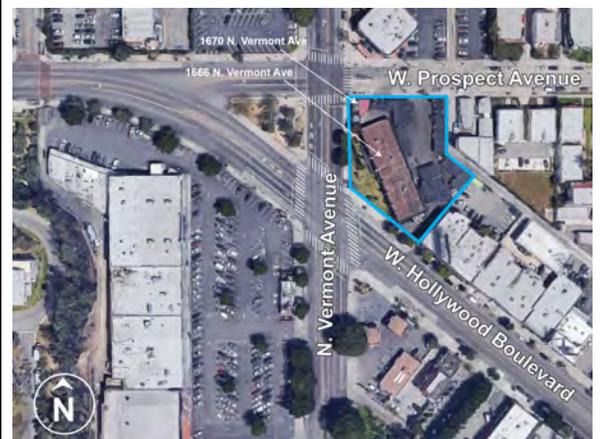
B13. Remarks: N/A

*B14. Evaluator: Emily Rinaldi

*Date of Evaluation: 08/05/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Page 3 of 8 *Resource Name or # (Assigned by recorder) 1670 N. Vermont Avenue

*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

P3a. Description (Continued from Page 1):

1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the subject property, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern. It is topped by a Google-style metal sign that reads "Car" on one side and "Wash" on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads "Enter." Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs. It is topped with a circular sign that reads "Hecho en Los Feliz," and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads "Machos Tacos." The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole topped with a street light fixture. Below the light fixture is a rectangular metal sign with rounded ends that reads "100% Hand Wash." The lowest sign is a rectangular metal sign advertising the price of a car wash.

1670 N. Vermont Avenue is one story in height and rectangular in plan. It has a flat roof covered with a rolled composition membrane surrounded by a standing-seam wood awning. The south elevation and the southern portion of the west elevation are clad in rough-cut natural stone. The north and east elevations feature aluminum walk-up food service windows and metal counters with horizontal wood siding below. The entrance is located on the south elevation and consists of a single metal door. To the south of the building is a barrel-vault awning where the covering has been removed. The building is topped with an elongated hexagonal roof sign.

B.6 Construction History (Continued from Page 2):

1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.¹ Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).² The northeast pole sign was installed in 1965.³ It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.⁴ 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.⁵ Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food stand; however, it was originally located to the south of the building and relocated to its current location at an unknown date.⁶ The existing billboard on the subject property appears to have been installed in 1970.⁷

There are no alterations to 1670 N. Vermont Avenue noted in the building permit record beyond changes made to the

¹ LADBS, Building Permit No. LA30420, August 3, 1966.

² LADBS, Building Permit No. LA94258, May 5, 1965.

³ LADBS, Building Permit No. LA98270, June 24, 1965.

⁴ LADBS, Building Permit No. LA5561, October 30, 1967.

⁵ LADBS, Building Permit No. LA30420, August 3, 1966.

⁶ LADBS, Building Permit No. 34358, October 18, 1966.

⁷ LADBS, Building Permit No. 19646, November 24, 1970.

CONTINUATION SHEET

Page 4 of 8 *Resource Name or # (Assigned by recorder) 1670 N. Vermont Avenue
*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

signage on the northwest pole sign in 2003.⁸ A portion of the east elevation can be seen in the car wash scene of the 1997 film *The Dukes of Hazzard: Hazzard in Hollywood*. It appears that 1670 N. Vermont Avenue featured a flat roof with a trapezoidal-shaped parapet with a canvas awning rather than the existing standing wood seam awning at that time. It also appears that the northwest pole sign was originally located to the south of the food stand and was later remounted on a new pole and relocated to its current location.

B10. Significance (Continued from Page 2):

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Restaurants sub-theme of the LACHCS.

1670 N. Vermont Avenue was constructed in 1966 as an Orange Julius. The first Orange Julius stand was established by Julius Freed and Bill Hamlin in 1926 on South Broadway in Downtown Los Angeles.⁹ At the time, the booming citrus industry in Southern California and an emerging reliance on travel by automobile led to the emergence of roadside stands selling orange juice. Many of these stands displayed programmatic architecture to catch the eye of the passing driver, and were designed as large orange globes. In a departure from the standard orange juice offered at other stands, Freed and Hamlin created a new creamy version, which was supposed to be easier on the stomach. Their recipe was a hit with the Southern California population and by 1929 there were 100 Orange Julius locations. In 1964, Orange Julius was the official drink of the New York World's Fair. By 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. In 1987, the company merged with the ice cream chain restaurant, Dairy Queen, and today there are no operating Orange Julius locations left in Los Angeles. 1670 N. Vermont Avenue likely operated as an Orange Julius until 1987, after which it became Orange Bee Jay's.

1670 N. Vermont Avenue was constructed during the period of significance for the Restaurants sub-theme. It was also designed and historically used as a food stand operated by the Orange Julius of America company from 1966 until likely 1987. 1670 N. Vermont Avenue is therefore associated with the overall trend in the expansion of the Orange Julius restaurant chain in the 1960s, which by 1967 operated over 700 locations internationally; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well."¹⁰ 1670 N. Vermont Avenue is not an early example of an Orange Julius food stand nor did research reveal that it had any other significant historic associations, such as a significant association with the evolution of the walk-up food stand as a property type for the Orange Julius company. 1670 N. Vermont Avenue does not appear to meet the eligibility standards for the Restaurants sub-theme; therefore, it does not appear to be eligible under Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Willard (Bill) Hamlin is noted as the chairman of the Orange Julius of America company in 1966.¹¹ Hamlin founded the company with Julius Fried in 1926, and is credited as the creator of the Orange Julius.¹² He later bought out Fried in 1949, and served as chairman until he sold the company to International Industries, Inc. in 1967. At

⁸ LADBS, Building Permit No. 03048-10000-01333, October 10, 2003.

⁹ Excerpted from City of Los Angeles Office of Historic Resources, "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard," May 3, 2017, 1.

¹⁰ National Register Bulletin #15, 12.

¹¹ "Investing in a Franchise? Start Out with a Study," *Los Angeles Times*, June 1, 1966.

¹² Burt A. Folkart, "From a Single Stand to an International Network: W. Hamlin; Orange Julius Creator," *Los Angeles Times*, June 6, 1987.

CONTINUATION SHEET

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*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

the time the company was sold, it had grown to over 700 locations in eight countries and territories around the world. Although research shows that Hamlin appears to have made significant contributions to commercial growth and development in Los Angeles, *National Register Bulletin #15* states that "properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance."¹³ Because 1666 N. Vermont Avenue was one of 700 Orange Julius food stands that the company operated by 1967, it would not be the best representation of Hamlin's productive life. His contribution would be better reflected by other built resources, such as the Orange Julius company headquarters or his personal residence.

Research also did not reveal specific information regarding other known commercial tenants of the building. Many individuals likely worked at the property since its construction in 1966; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1670 N. Vermont Avenue was evaluated as an example of a food stand and Googie architecture.

In the 1960s, the Orange Julius company adopted a simplified Googie style for its walk-up food stands that often included a boxy one-story building topped with a zig-zag roof and an exaggerated pole sign that featured at least one elongated hexagonal sign. Like many walk-up food stands constructed during this period, Orange Juliuses were often auto-oriented buildings associated with an automobile-related commercial business, such as a car wash or car repair shop, or located on a parcel with ample surface parking. The style for the chain seems to be based off of a prototype designed for Orange Julius in 1964 by the award-winning architect, Maynard Lyndon.¹⁴ Examples of Googie-style Orange Julius food stands in the Southern California include: 622 N. Milpas Street in Santa Barbara; 13222 Burbank Boulevard in Sherman Oaks; and 1231 W. Chapman Avenue in Orange, CA. 6001 W. Pico Boulevard (now demolished) was one of the few intact examples in Los Angeles. It was constructed in 1964 and designed by the architecture firm Armét & Davis.¹⁵ Another example in Los Angeles is 9516 W. Pico Boulevard, constructed in 1964-1965.¹⁶ Like 1670 N. Vermont Avenue, 9516 W. Pico Boulevard was also built adjacent to a car wash.

Neither research nor fieldwork revealed whether 1670 N. Vermont Avenue was originally constructed with the Googie-style features typical of mid-1960s Orange Julius food stands. No building permits were found for alterations to 1670 N. Vermont Avenue except for permits associated with alterations to signage. The earliest known historic photograph of the building dates from 1997. It shows that the roof of 1670 N. Vermont Avenue has been altered and a standing seam wood awning was subsequently added. Because 1670 N. Vermont Avenue dates from the period in which Orange Julius constructed Googie-style food stands throughout Southern California, it is possible that 1670 N. Vermont Avenue originally exhibited Googie-style features which have since been altered or removed as a result of changes made to the building over time.

In its present form, 1670 N. Vermont Avenue is an unexceptional example of a postwar food stand. It embodies some of the character-defining features typical of food stands during this period, namely its simple, one-story rectangular massing, walk-up food service windows, exaggerated rooftop sign, and association with an automobile-related commercial business. However, 1670 N. Vermont Avenue does not appear to be an excellent example within the context of food stands in comparison to other examples constructed during the same period.

Food stands designated as HCMS or identified by SurveyLA as eligible for national, state, and/or local landmark

¹³ *National Register Bulletin #15*, 15.

¹⁴ *Ibid.*

¹⁵ City of Los Angeles, 1.

¹⁶ LADBS, Building Permit No. LA75950, September 14, 1964.

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*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update

programs are also either early examples of the property type, the location of a continuously operating restaurant (known as a legacy business), or exhibits quality of design through distinctive features. Examples include: the first Der Wienerschnitzel (HCM No. 1046) located at 1362 Gulf Avenue, which is also an early example of a food stand with a drive-thru; Pinks Hot Dogs located at 717 N. La Brea Avenue, which has been in continuous operation since the building's construction in 1949; and Luzy's Fast Food located at 4378 S. Main Street, which exhibit Googie-style features such as an exaggerated roof and protruding spear-like pole sign.

1670 N. Vermont Avenue is neither an early example of a food stand nor a location of a continuously operating restaurant. It also does not embody the distinctive characteristics of the Googie style. Excellent examples of Googie-style commercial buildings are all noted as exhibiting quality of design through distinctive features, which include bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. Examples designated as HCMS or identified by SurveyLA as eligible for national, state, or local landmark programs include: Johnie's Coffee Shop Restaurant (HCM No. 1045) located at 6101 W. Wilshire Boulevard; Norms Coffee Shop located at 1101 W. Pico Boulevard; and Pann's Coffee Shop located at 6710 S. La Tijera Boulevard. 1670 N. Vermont Avenue is lacking in the qualities associated with the finer examples of Googie-style commercial buildings. Furthermore, because 1670 N. Vermont Avenue does not exhibit the Googie-style features typical of Orange Julius food stands constructed in the mid-1960s, it does not evoke iconic cultural associations with the Orange Julius of America company from this period. Therefore, the building does not appear to meet the eligibility standards for either Restaurants or the Googie style.

Reese L. Freeland is noted on the original 1966 building permit as both the architect and engineer.¹⁷ He was a structural engineer who graduated from the University of Southern California in 1952 and later worked at Brandow & Johnston Associates in Los Angeles in 1980.¹⁸ No further information was found that indicated Freeland was generally recognized as a master in his field. No contractor is noted on the 1966 building permit.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.¹⁹ A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1670 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1670 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1670 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

¹⁷ LADBS, Building Permit No. LA30420, August 3, 1966.

¹⁸ "Brandow & Johnston Associates," Advertisement, *Los Angeles Times*, October 5, 1980.

¹⁹ *National Register Bulletin* #15, 20.

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Conclusion

1670 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1670 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1670 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

Rooftop Sign

The rooftop sign does not appear to meet the eligibility standards for the Rooftop Signs sub-theme. The sign was likely erected in 1966 when the Orange Julius food stand was constructed. During the mid-1960s, signage for Orange Julius food stands appears to have featured an elongated hexagonal metal sign topped with a circular sign, likely based on the prototype food stand designed by Maynard Lyndon in 1964. The Orange Julius signs have since been removed.

Because the rooftop sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a rooftop sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the rooftop sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

Northwest Pole Sign

The northwest pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme. The sign was erected in 1966 for the Orange Julius food stand and originally located to the south of 1670 N. Vermont Avenue. During the mid-1960s, pole signs for Orange Julius food stands appear to have featured an elongated hexagonal metal sign topped with a circular sign, likely based on the prototype food stand designed by Maynard Lyndon in 1964. The Orange Julius signs have since been removed. The signage was also remounted on a new pole and relocated to its current location at an unknown date.

Because the northwest pole sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the northwest pole sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

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*Recorded by: Emily Rinaldi, GPA Consulting *Date 08/05/2020 Continuation Update



Northwest pole sign, looking south (GPA, 2019)

B12. References:

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Appendix D – Entitlement Submittal

ATTACHMENT 3

*LADOT Correspondence Letter, Updated Transportation Impact Assessment for the Proposed Mixed-Use Project Located at 1666 North Vermont Avenue (ENV-2019-6739-EAF),
January 9, 2024.*

*Supplemental Transportation Evaluation, Modified Mixed-Use Project,
1666 North Vermont Avenue,
Overland Traffic Consultants, Inc.,
December 2023.*

*LADOT Correspondence Letter, Transportation Impact Analysis for the Proposed Mixed-Use Project Located at 1666 North Vermont Avenue (ENV-2019-6739-EAF),
June 30, 2020.*

*Traffic Assessment for 1666 North Vermont Avenue Mixed-Use Project,
Overland Traffic Consultants, Inc.,
January 2020.*

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February 27, 2024

Eileen Hunt, Acting Transportation Engineer
Los Angeles Department of Transportation (LADOT)
Metro Development Review
Transportation Planning & Development Services
100 South Main Street, 9th Fl
Los Angeles, CA 90012

RE: For your Files: Update to Planning Case Number – 1666 N. Vermont Avenue Mixed
Use Project

Dear Ms. Hunt,

Your office has reviewed and provided comment letters for a Transportation Assessment and Supplemental Transportation Evaluation for a proposed original and revised project at 1666 North Vermont Avenue. The Los Angeles Department of Transportation (LADOT) review letters are dated June 30, 2020 and January 9, 2024 and have a LADOT case numbers of CEN 19-48526 and CEN 23-56549. The Planning Case number has been updated to **DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1**. This letter has been sent to provide this updated information to you for your files.

Please contact me if you have any questions.

Sincerely,



Liz Fleming

cc: Gabriel Barrett-Jackson, Craig Lawson & Co, LLC
Jim Ries, Craig Lawson & Co, LLC
Shane Parker, Parker Environmental

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Av
DOT Case No. CEN23-56549

Date: January 9, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Acting Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 1666 NORTH VERMONT AVENUE (ENV-2019-6739-EAF)**

On June 30, 2020, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed mixed-use project located at 1666 North Vermont Avenue within the Central Area Planning Commission based on the transportation analysis prepared by Overland Traffic Consultants, Inc., dated January 2020 and updated June 2020. However, since the report was released, the project description and site access as illustrated in **Attachment 2** have been modified and an addendum transportation analysis dated December 2023 was prepared by Overland Traffic Consultants, Inc.

The current project proposal as it compares to the original project is as follows:

Land Use	Original Project (2020)	Revised Project (2023)
Apartment (Market-Rate)	123 Dwelling Units (DU)	123 DU
Affordable Housing	16 DU	16 DU
Grocery Store	13,960 Square Feet (SF)	<i>22,800 SF</i>
Vehicular Parking	128 spaces	<i>145 spaces</i>
Commercial loading zone (CLZ)	On-site CLZ from Prospect Avenue adjacent to alley	On-site CLZ from Prospect Avenue adjacent to alley
Site Access	Driveway along Prospect Avenue for commercial access and driveway along alley for residential access	<i>Driveway along alley for both commercial and residential access</i>
Completion Year	2022	<i>2025</i>

The December 2023 addendum transportation analysis included CEQA and non-CEQA transportation analyses. Like the original project, the revised project proposes to incorporate the Transportation Demand Management (TDM) strategies of reduce parking supply by providing 145 of the Code-required 230 parking spaces, unbundle parking, and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the revised project is projected to have a Household Vehicle Miles Traveled (VMT) per capita of 4.1 and no Work VMT. Therefore, it is concluded that implementation of the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment 3**. LADOT has reviewed the non-CEQA analysis which indicates that the trips generated by the revised project will not likely result in adverse circulation conditions at several locations. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 4**.

LADOT concurs with the results of the updated analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's June 30, 2020 letter (**Attachment 1**) shall remain in effect.

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

Attachments

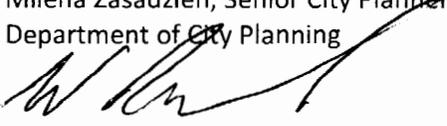
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c: Mashael Majid/Armida Reyes, Council District 4
 Hokchi Chiu, Central District, BOE
 Bhuvan Bajaj, Hollywood-Wilshire District, DOT
 Taimour Tanavoli, Case Management Office, DOT
 Liz Fleming, Overland Traffic Consultants, Inc.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning


From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT
LOCATED AT 1666 NORTH VERMONT AVENUE (ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements

The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been 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 Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

4. Worksite Traffic Control Requirements

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 truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

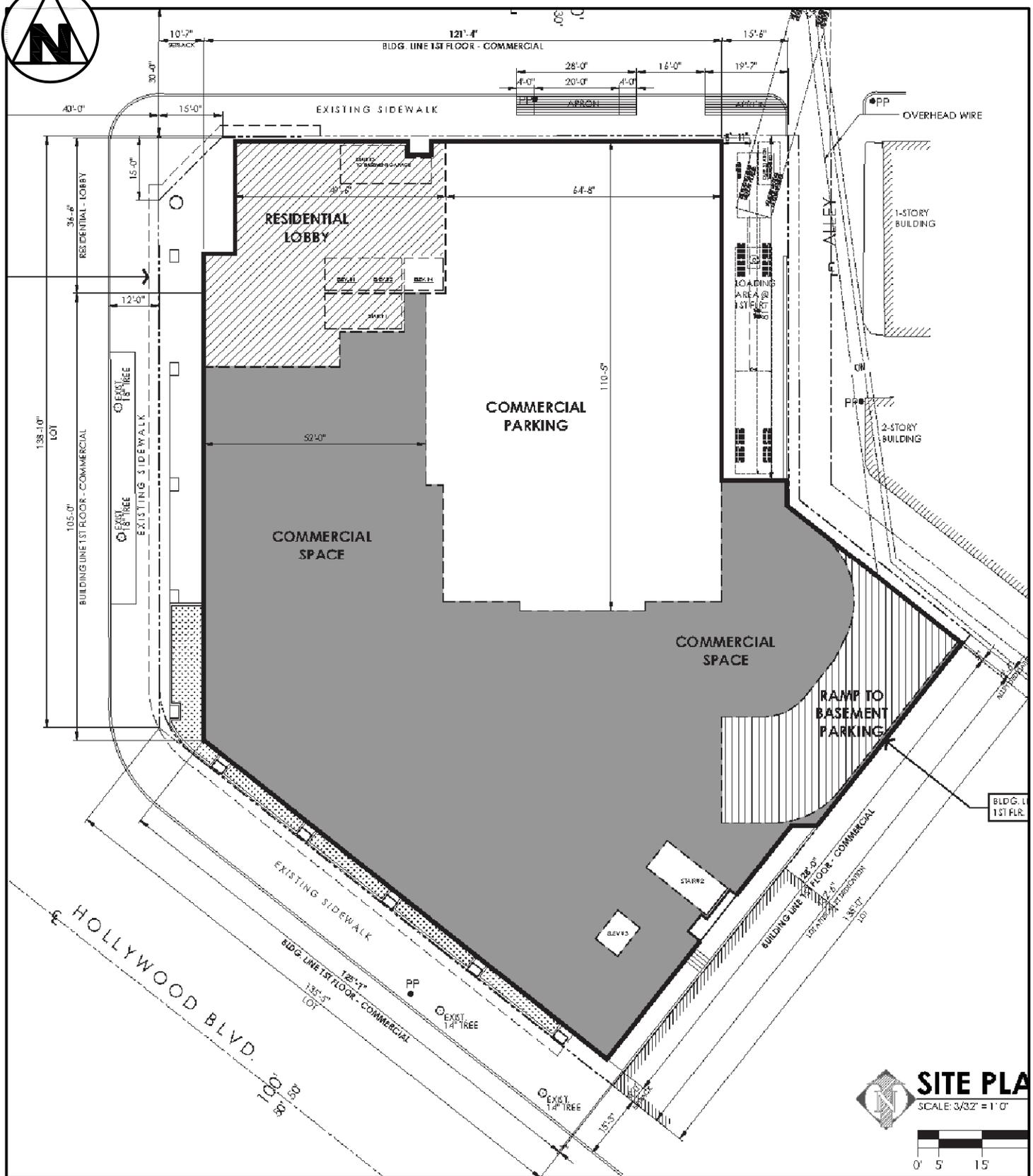
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

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c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.



Daryoush SAFA AIA Architect

Figure 2A

12/2019

**PROJECT SITE PLAN
WITH DRIVEWAY LOCATIONS**



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



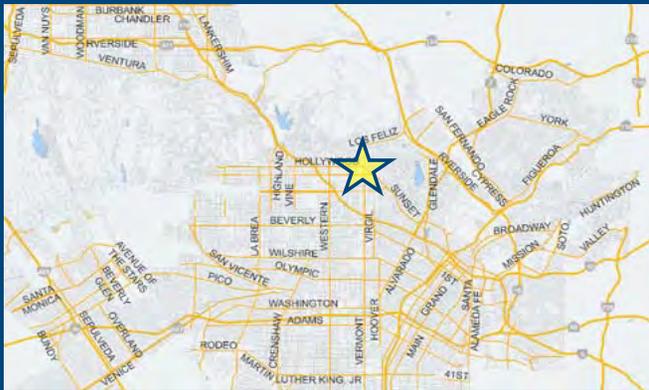
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	0.3	ksf
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	0	Percent
(custom) Car Wash NHB-Production Split	22	Percent
(custom) Car Wash Daily	0	Residents
(custom) Car Wash Daily	10	Employees
(custom) Car Wash Daily		Nbn-Retail

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	13.96	ksf
Housing Multi-Family	123	DU
Retail Supermarket	13.96	ksf
Housing Affordable Housing - Family	16	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
131 Daily Vehicle Trips	1,536 Daily Vehicle Trips
862 Daily VMT	9,984 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,405 Net Daily Trips
The net increase in daily VMT ≤ 0	9,122 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.960 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

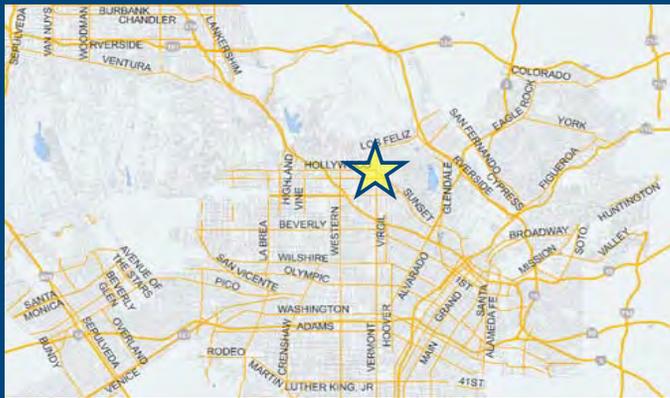


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Retail Supermarket	13.96	kSF
Housing Affordable Housing - Family	16	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,271 Daily Vehicle Trips	1,271 Daily Vehicle Trips
8,258 Daily VMT	8,258 Daily VMT
5.9 Household VMT per Capita	5.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	123	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	16	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	13.960	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Analysis Results			
Total Employees: 56			
Total Population: 327			
Proposed Project		With Mitigation	
1,271	Daily Vehicle Trips	1,271	Daily Vehicle Trips
8,258	Daily VMT	8,258	Daily VMT
5.9	Household VMT per Capita	5.9	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	220	220
		Actual parking provision (spaces)	128	128
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	18%	18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	187	-35.3%	121	8.8	1,646	1,065
Home Based Other Production	501	-40.7%	297	5.5	2,756	1,634
Non-Home Based Other Production	313	-13.7%	270	7.6	2,379	2,052
Home-Based Work Attraction	81	-39.5%	49	8.4	680	412
Home-Based Other Attraction	810	-40.2%	484	5.6	4,536	2,710
Non-Home Based Other Attraction	364	-13.5%	315	6.7	2,439	2,111

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	86	759	-28.7%	86	759
Home Based Other Production	-28.7%	212	1,165	-28.7%	212	1,165
Non-Home Based Other Production	-13.0%	235	1,784	-13.0%	235	1,784
Home-Based Work Attraction	-13.0%	43	358	-13.0%	43	358
Home-Based Other Attraction	-13.0%	421	2,356	-13.0%	421	2,356
Non-Home Based Other Attraction	-13.0%	274	1,836	-13.0%	274	1,836

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 56

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,924	1,924
<i>Total Home Based Work Attraction VMT</i>	358	358
<i>Total Home Based VMT Per Capita</i>	5.9	5.9
<i>Total Work Based VMT Per Employee</i>	N/A	N/A



Table 4
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing (Dec. 2019)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B
		PM	11.7	B	12.4	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C
		PM	18.8	B	18.8	B
3	Hillhurst Avenue & Prospect Avenue &	AM	18.0	B	18.9	B
		PM	20.7	C	21.8	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C
		PM	29.7	C	30.0	C

Table 5
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2022) Without Project		Future (2022) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.4	B	11.1	B
		PM	12.6	B	13.6	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.6	C	20.6	C
		PM	19.4	B	19.5	B
3	Hillhurst Avenue & Prospect Avenue &	AM	27.0	C	27.8	C
		PM	26.0	C	27.5	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	39.9	D	41.8	D
		PM	44.9	D	47.6	D

s = seconds

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



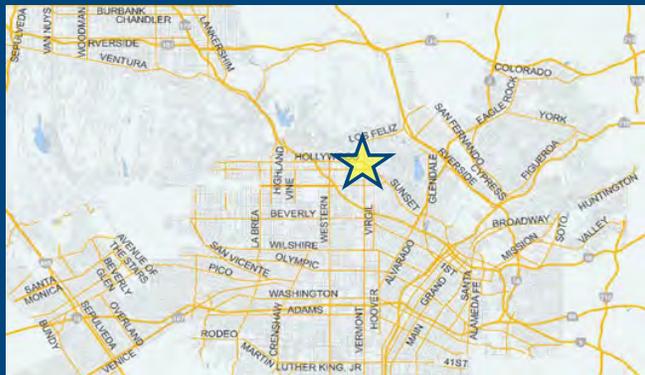
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant		ksf
Retail High-Turnover Sit-Down Restaurant (custom) Car Wash Retail/Non-Retail	0.3	ksf
(custom) Car Wash Residents	0	Non-Retail LU type
(custom) Car Wash Employees	10	Person
(custom) Car Wash Daily	156	Person Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	22	Percent
(custom) Car Wash NHB-Production Split	0	Percent

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	22.8	ksf
Housing Multi-Family	123	DU
Housing Affordable Housing - Family	16	DU
Retail Supermarket	22.8	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
120 Daily Vehicle Trips	2,234 Daily Vehicle Trips
772 Daily VMT	15,338 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,114 Net Daily Trips
The net increase in daily VMT ≤ 0	14,566 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	22,800 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

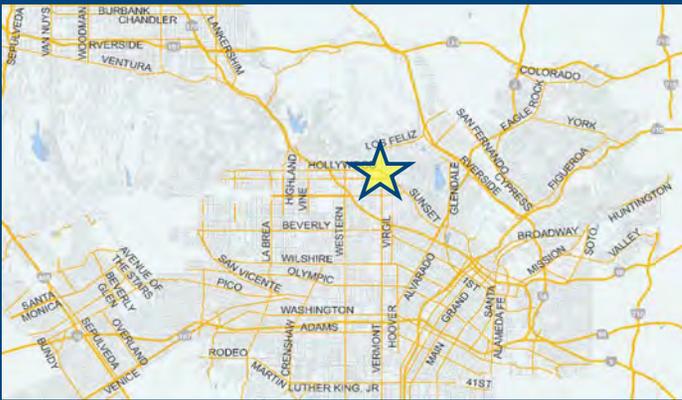


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Housing Affordable Housing - Family	16	DU
Retail Supermarket	22.8	ksf

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,896 Daily Vehicle Trips	1,896 Daily Vehicle Trips
13,044 Daily VMT	13,044 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	123	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	16	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	22.800	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	0.000
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Analysis Results			
Total Employees: 91			
Total Population: 327			
Proposed Project		With Mitigation	
1,896	Daily Vehicle Trips	1,896	Daily Vehicle Trips
13,044	Daily VMT	13,044	Daily VMT
4.1	Household VMT per Capita	4.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	230	230
		Actual parking provision (spaces)	145	145
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
Residential area parking permits	Cost of annual permit (\$)	\$0	\$0	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%
		<i>Lines within project site improved (<50%, >=50%)</i>	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0
		<i>Employees and residents eligible (%)</i>	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	18%		18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	124	-26.6%	91	8.6	1,066	783
Home Based Other Production	343	-41.1%	202	5.4	1,852	1,091
Non-Home Based Other Production	672	-6.1%	631	7.8	5,242	4,922
Home-Based Work Attraction	132	-31.8%	90	8.6	1,135	774
Home-Based Other Attraction	1,338	-47.5%	702	5.9	7,894	4,142
Non-Home Based Other Attraction	551	-6.0%	518	7.0	3,857	3,626

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	65	558	-28.7%	65	558
Home Based Other Production	-28.7%	144	778	-28.7%	144	778
Non-Home Based Other Production	-13.0%	549	4,280	-13.0%	549	4,280
Home-Based Work Attraction	-13.0%	78	673	-13.0%	78	673
Home-Based Other Attraction	-13.0%	610	3,602	-13.0%	610	3,602
Non-Home Based Other Attraction	-13.0%	450	3,153	-13.0%	450	3,153

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 91

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,336	1,336
<i>Total Home Based Work Attraction VMT</i>	673	673
<i>Total Home Based VMT Per Capita</i>	4.1	4.1
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Table 3
 Existing & Future Traffic Conditions
 With and With Modified and Approved Project

Intersection	Peak Hour	Existing (Dec. 2019)		Existing + Approved Project		Existing + Modified Project		Future (2022) Without Approved Project		Future (2022) With Approved Project		Future (2025) Without Modified Project		Future (2025) With Modified Project	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B	10.4	B	10.4	B	11.1	B	10.8	B	12.1	B
	PM	11.7	B	12.4	B	12.7	B	12.6	B	13.6	B	12.7	B	14.2	B
Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C	20.4	C	20.6	C	20.6	C	20.9	C	20.9	C
	PM	18.8	B	18.8	B	18.8	B	19.4	B	19.5	B	19.9	B	19.9	B
Hillhurst Avenue & Prospect Avenue	AM	18.0	B	18.9	B	19.1	B	27.0	C	27.8	C	28.4	C	31.1	C
	PM	20.7	C	21.8	C	22.3	C	26.0	C	27.5	C	32.3	C	34.7	C
Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C	26.7	C	39.9	D	41.8	D	46.1	D	48.6	D
	PM	29.7	C	30.0	C	30.3	C	44.9	D	47.6	D	58.0	E	60.4	E

s = seconds
 Bold numbers indicate at LOS D,E or F and further evaluation for deficiency needed.

Supplemental Transportation Evaluation
VERMONT-HOLLYWOOD
Modified Mixed-Use Project
1666 North Vermont Avenue

(DOT Case No. CEN 19-48526)
(DIR-2019-6738-SPPA-SPP-TOC-SPR, ENV-2019-6739-EAF)

A prior proposed Project of 123 multi-family housing units, 16 affordable multi-family housing units and 13,960 square foot grocery store to replace a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel was proposed at 1666 North Vermont Avenue. The Project was evaluated with a full Transportation Assessment (TA) which has been reviewed and approved by the Los Angeles Department of Transportation (LADOT). The LADOT approval letter, dated June 30, 2020, is attached (Attachment A). The Approved Project has now been modified to retain the 139 residential units, no change to the number of affordable units, and to increase the square footage of the grocery store to 22,800 gross square feet (20,240 square feet gross leasable area). This Supplemental Transportation Evaluation provides details and a comparison of the Modified Project and the Approved Project. As demonstrated on the following pages, no new California Environmental Quality Act (CEQA) impacts or new non-CEQA deficiencies are identified. Future calculated poor operating conditions at Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard are projected to occur in the future without and with the Project as identified in the Approved Project TA and this Modified Project TA.

Project Location: The Project is located at 1666 North Vermont Avenue on the southeast corner of Prospect Avenue and Vermont Avenue/Hollywood Boulevard in the Hollywood Community Plan area of the City of Los Angeles. The irregular shaped Project site is located along the south side of Prospect Avenue, east side of North Vermont Avenue, north side of Hollywood Boulevard and west side of a generally north-south operating alley.

Project Description: The existing 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel will be removed for the new project. The Approved Project included 139 multi-family residential units and 13,960 square foot grocery store. The Modified Project will provide the same 139 multi-family residential units but increase the size of the grocery store to 22,800 gross square feet (20,240 square feet gross leasable area). The Approved Project

was required to provide 220 vehicle parking spaces per Los Angeles Municipal Code (LAMC) and proposed to provide 128 using permissible parking reductions. The Modified Project will also reduce parking spaces from 230 vehicle parking spaces required per LAMC based on the increased size of the grocery store and is providing 145 vehicle parking spaces using permissible parking reductions. The Approved Project proposed one driveway from Prospect Avenue for the commercial land use and one driveway off the alley for the residential component. The Modified Project has removed the Prospect Avenue driveway and will use the alley driveway for both commercial and residential land uses. Both the Approved and Modified Projects propose an on-site commercial loading zone from Prospect Avenue adjacent to the alley. Table 1, below, provides a description comparison of the Approved Project and Modified Project. Attachment B provides a copy of the site plan for the Modified Project.

Table 1
Project Description Comparison

	Modified Project	Approved Project	Difference (Modified - Approved)
Land Use			
Proposed			
Multi Family Residential - Mid Rise	123 units	123 units	No change
Affordable Multi Family Housing	16 units	16 units	No change
Total Housing	139 units	139 units	No change
Grocery Store	22,800 sf	13,960 sf	8,840 sf increase
# of Vehicle Parking Spaces	145 spaces	128 spaces	17 more spaces
Prior Use to be Removed			
Car Wash	1 stall	1 stall	No change
Restaurant	300 sf	300 sf	No change
Vehicle Access			
Driveway on Prospect Avenue		X	Removed for Modified
Driveway off Alley along east boundary of site	X	X	No change
Loading Zone off Prospect Av along Alley	X	X	No change
Project Design Feature			
Reduced Parking from LAMC	X	X	No change
Unbundled Parking	X	X	No change
Bike Parking per LAMC	X	X	No change

sf = gross square feet, LAMC = Los Angeles Municipal Code
 TA = Transportation Assessment, MND = Mitigated Negative Declaration

As shown, there will be one less driveway, 8,840 square feet more space allocated to the grocery store, and 17 more parking spaces to accommodate the larger retail space.

CEQA Evaluation

A CEQA evaluation of the Approved Project was conducted and provided in the January 2020 (with update June 2020) TA. The LADOT approved study was conducted using LADOT Transportation Assessment Guidelines (TAG), November 2019. The findings stated that there would be no significant CEQA traffic impacts. Since that time, LADOT has provided a new TAG dated August 2022. These guidelines refine the queries and layout of the TA but do not alter the CEQA Thresholds. This section of the Supplemental Transportation Evaluation considers the potential transportation impacts of the Modified Project and compares it to the Approved Project.

Threshold T-1: Conflicting with Plans Programs, Ordinances, or Policies:

As required by LADOT, the Approved Project was found to be consistent with the Mobility Plan 2035, Plan for Healthy LA, Land Use Element of the General Plan, Coastal Transportation Corridor Specific Plan, Los Angeles Municipal Code (LAMC) 12.21A.16 Bicycle Parking, LAMC Section 12.26J TDM Ordinance, LAMC Section 12.37 Waivers (none requested), Vision Zero Action Plan, Vision Zero Corridor Plan, and Citywide Design Guidelines. The Modified Project will also be consistent with these Plans, Program, Ordinances and Policies. The Modified Project will not conflict with key City Planning documents.

Threshold T-2: Causing Substantial Vehicle Miles Traveled (VMT):

A VMT analysis was conducted of the Approved Project using the LADOT VMT calculator Version 1.2. The Approved Project included three Project Design Features Including reduced parking, unbundled parking, and providing LAMC required number of bicycle parking. The Work VMT per employee is not applicable because the commercial component of the Project is less than 50,000 square feet and considered neighborhood serving commercial. The Central Area Planning Commission (APC) Household VMT per Capita Threshold for a significant VMT Impact is over 6.0. The Approved Project Household VMT per Capita was calculated to be 5.9. There was no significant Household VMT Impact with the Approved Project. The LADOT Worksheets for the Approved Project are part of the LADOT review letter in Attachment A.

A VMT analysis was conducted of the Modified Project using the LADOT VMT calculator Version 1.4. The newer version of the calculator provides updated map fixes, a more refined calculation process in terms of interaction between land uses, surrounding area influences, and

availability of transit in the area. The Modified Project includes the same three Project Design Features as the Approved Project including reduced parking, unbundled parking, and providing LAMC required number of bicycle parking. The Modified Project's Household VMT per Capita was calculated to be 4.1 which is less than the over 6.0 threshold. There is no significant Household VMT Impact with the Modified Project. The Work VMT per employee is not applicable because the commercial component of the Project is less than 50,000 square feet and considered neighborhood serving commercial. The LADOT VMT Worksheets for the Modified Project are provided in Attachment C. Table 2, below, provides a comparison of the Approved and Modified Projects VMT results.

Table 2
Comparison of Approved and Modified Project VMT

	Modified Project	Approved Project	Difference (Modified - Approved)
<u>VMT Screening Daily Trips</u>			
Project Daily Trips	2,234	1,536	698 more
Existing Use Daily Trips	<u>120</u>	<u>131</u>	<u>-11</u> No Change
Net Trips (Proposed - Existing)	2,114	1,405	709 more
<u>Project Design Features</u>			
Reduced Parking	Yes, LAMC Requires 230 spaces, Providing 145	Yes, LAMC Requires 220 spaces, Providing 128	Project feature added to Modified Project
Bike Parking Per LAMC	Yes	Yes	No Change
Unbundled Parking	Yes	Yes	No Change
<u>Daily Trips & VMT with PDF</u>			
(no existing use credit)			
Project Daily Trips	1,896	1,271	625 more
Daily VMT	13,044	8,258	4786 more
<u>Household VMT per Capita</u>			
Central Household VMT Threshold	6.0	6.0	
Household VMT with PDF	4.1	5.9	1.8 lower**
Significant Household Impact?	No	No	No Change

** Lower VMT due to updated VMT Analysis Calculator and larger commercial component, potential creating greater internal trips

VMT = Vehicle Miles Traveled, PDF = Project Design Features

TA = Transportation Assessment, MND = Mitigated Negative Declaration

As with the Approved Project, the Modified Project does not create a significant Household or Work VMT impact. The lower VMT for the Modified Project can be attributed to the refined and updated VMT calculator and the larger retail encouraging more interaction between the residential and commercial land uses.

Threshold T-3 Substantially Increasing Hazards Due to a Geometric Design Feature:

As detailed in the approved TA, the Approved Project was found to not substantially increase hazards due to geometric design features and does not have a significant transportation impact under CEQA Threshold T-3. The Modified Project removed the previously proposed driveway on Prospect Avenue creating one less access point and thereby further reducing potential conflict points with vehicles, cyclists and pedestrians. The removal of the Prospect Avenue driveway does not alter the circulation on the surrounding roadways. No significant impact will occur with the Modified Project.

Non-CEQA Evaluation

A Non-CEQA evaluation has been conducted to determine if the Modified Project will create any adverse circulation conditions. As shown in Attachment A, the June 30, 2020 LADOT review letter for the Approved Project indicated that the TA adequately discloses traffic operation concerns and referred to the circulation analysis table in the TA and review letter as summarizing the potential deficiencies. Five Project Requirements were recommended in the review letter. These include (in summary):

1. Parking Requirements – Check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.
2. Highway Dedication and Street Widening Requirement. – Check with the Bureau of Engineering for any highway dedication or street widening requirements.
3. Driveway Access and Circulation – The proposed site plan is acceptable to LADOT, but the study does not constitute approval of the driveway dimensions and internal circulation schemes. Check with LADOT’s LA/Coastal Development Review Section for final approval.
4. Worksite Traffic Control Requirements - A construction work site traffic control plan is recommended to be submitted to LADOT’s Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to start of any construction work.
5. Development Review Fees – Section 19.15 of the LAMC identifies specific fees for traffic study review, conditional clearance, and permit issuance. The applicant shall comply with any applicable fee.

The Modified Project circulation analysis was evaluated using the same process as for the Approved Project. Delays per vehicle were determined for the Existing, Existing + Project, Future Without Project and Future With Project traffic conditions. The Future buildout year was increased from the Approved Project's completion in 2022 to 2025 for the Modified Project. Although the delay increases with the additional 8,840 square feet, the Level of Service (LOS) does not differ between the Approved and Modified Projects. None of the study intersections, with the addition of the Project, increases the LOS between the without and with Project traffic Existing + Project conditions. With the additional 3 years of cumulative growth and update to the related projects (provided in Attachment D) the LOS does increase at study intersection 4, Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard during the PM Peak Hour without and with Project from LOS D to LOS E. The results of the LOS evaluation are provided in Attachment E. Table 3, on the following page, provides the summary delay results and LOS for the four study intersections under the Approved Project analysis and Modified Project analysis.

Table 3
Existing & Future Traffic Conditions
With and With Modified and Approved Project

Intersection	Peak Hour	Existing (Dec. 2019)		Existing + Approved Project		Existing + Modified Project		Future (2022) Without Approved Project		Future (2022) With Approved Project		Future (2025) Without Modified Project		Future (2025) With Modified Project	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B	10.4	B	10.4	B	11.1	B	10.8	B	12.1	B
	PM	11.7	B	12.4	B	12.7	B	12.6	B	13.6	B	12.7	B	14.2	B
Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C	20.4	C	20.6	C	20.6	C	20.9	C	20.9	C
	PM	18.8	B	18.8	B	18.8	B	19.4	B	19.5	B	19.9	B	19.9	B
Hillhurst Avenue & Prospect Avenue	AM	18.0	B	18.9	B	19.1	B	27.0	C	27.8	C	28.4	C	31.1	C
	PM	20.7	C	21.8	C	22.3	C	26.0	C	27.5	C	32.3	C	34.7	C
Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C	26.7	C	39.9	D	41.8	D	46.1	D	48.6	D
	PM	29.7	C	30.0	C	30.3	C	44.9	D	47.6	D	58.0	E	60.4	E

s = seconds

Bold numbers indicate at LOS D,E or F and further evaluation for deficiency needed.

The approved TA provides the Existing and Future without Project worksheets for the Project. The Existing conditions do not change with the Modified Project. The future traffic volumes were increased with 3 more years of ambient growth and updated related projects. The Approved Project’s Existing + Project and Future with Project worksheets are also in the approved TA. The LOS worksheets for Existing + Modified Project and Future 2025 without and Future 2025 with Modified Project worksheets are provided in Attachment E of this Supplemental Analysis.

The Approved Project was evaluated under a prior TAG. The Modified Project has been evaluated under the current TAG, August 2022. The prior TAG did not have a specific threshold for what could constitute a potential deficiency. The August 2022 TAG identifies potential deficiency thresholds. As stated in the current TAG (page 3-6), project access is considered constrained if the projects traffic would contribute to unacceptable queueing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at project driveways or would cause or substantially extend queueing at nearby signalized intersections. Unacceptable or extending queueing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
 - o the projected peak hour intersections LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach of LOS E or F, or
 - o the project peak hour intersection LOS E or F and the through lane queue increases by greater than 50 feet on any approach with the direction approach LOS at E or F.
- Spill over from turn pockets into the through lanes,
- Block cross streets or alleys,
- Spill over from drive-throughs into streets,
- Contribute to gridlock congestion.

Applicable to this Project, intersection #4, Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard will operate at LOS D or E during the Future With Project during the AM and PM peak hours for both the Approved and Modified Projects. In order to determine if there was a deficiency, the maximum queues were determined at Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard as part of the LOS evaluation for the intersection. Table 4 on the following page, provides a summary of the results between both the Approved and Modified projects in feet per lane. The LOS worksheets present queues in number of feet per lane and number of vehicles.

Table 4
 Future Traffic QUEUE Conditions
 With and With Modified and Approved Project

Intersection	Movement	Maximum Queue - Approved Project						Maximum Queue - Modified Project									
		2022						2025									
		Future WO Project		Future + Approved Project				Queue Change		Future WO Project		Future + Modified Project				Queue Change	
		AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour Queue	PM Peak Hour Queue
Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	EBL							0.0	0.0							0.0	0.0
	EBT	117.8	177.5	117.8	C	178.1	C	0.0	0.6	126.1	193.8	126.1	C	194.7	D	0.0	0.9
	EBR	147.6	306.7	147.6	C	306.7	D	0.0	0.0	152.1	580.7	152.1	D	580.8	F	0.0	0.1
	WBL	159.8	96.1	159.8	D	96.1	D	0.0	0.0	172.6	93.1	172.6	D	93.1	D	0.0	0.0
	WBT	214.5	208.3	215.4	B	210.0	B	0.9	1.7	217.1	214.7	217.7	B	215.9	C	0.6	1.2
	WBR	194.2	186.9	195.0	C	188.4	C	0.8	1.5	196.6	192.7	197.1	C	193.8	C	0.5	1.1
	NBL	424.6	551.6	468.8	F	619.8	F	44.2	68.2	558.9	399.1	611.8	F	470.7	F	52.9	71.6
	NBT	94.9	195.0	95.8	C	199.2	C	0.9	4.2	98.1	181.4	99.1	C	186.8	C	1.0	5.4
	NBR	94.3	193.0	95.2	C	196.8	C	0.9	3.8	97.4	179.3	98.4	C	184.6	C	1.0	5.3
	SBL	154.4	103.3	155.1	C	104.4	C	0.7	1.1	158.1	95.6	159.7	C	97.0	B	1.6	1.4
SBT	324.6	253.6	330.0	C	256.5	C	5.4	2.9	335.6	234.3	341.3	C	239.7	C	5.7	5.4	
SBR	302.8	231.5	307.8	C	234.0	C	5.0	2.5	313.4	213.9	318.7	C	218.2	C	5.3	4.3	

#3 is a signalized location - queue length is feet/lane,
 Deficiency Threshold for Queues at LOS "D" Less than 75 feet
 Deficiency Threshold for Queues at LOS "E & F" Less than 2 vehicle lengths 50 feet
 Boxes with color indicate LOS D, E or F with Green Approved Project and Blue Modified Project
 Boxes with red number exceed capacity thresholds

As demonstrated in Table 4, the addition of Approved or Modified Project traffic to the intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard would not create further deficient conditions. The poor operating conditions at the intersection would occur without or with the Project. The Modified Project does not create or overly exasperate these conditions except in the northbound direction. These traffic conditions were also identified in the Approved Project TA.

As shown in Table 4, the addition of Approved or Modified Project traffic at the intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard may create deficient conditions during the PM Peak Hour in the northbound left direction. The Approved Project and the Modified Project may add 2 to 3 vehicles to the northbound queue on Hollywood Boulevard at Sunset Boulevard. The poor operating conditions at the intersection would occur without or with the Modified Project. The poorly operating traffic condition was identified in the Approved Project TA. The LADOT TAG identifies recommended actions for potential access and circulations constraints (page 3-14). The first recommended action is to provide TDM strategies that reduce trips above and beyond those required in the CEQA section. As stated in the CEQA evaluation, the Approved and Modified Projects contain three Project Design Features. These include reduced parking, unbundled parking and bicycle parking per LAMC. Removal of all three of these TDM measures (worksheets provided in Attachment C) indicates that the Household VMT per Capita would be 5.7. This is below the Central APC threshold of 6.0. All three of these TDM measures equate to a reduction of 13% to 29% in VMT. It is estimated that these proposed TDM measures will also reduce the deficiencies at the study intersections in equal or similar measure.

The access driveway volumes were evaluated in the same manner as in the approved TA and intersection analysis. Although current and future volumes in 2025 are likely lower, it was conservatively estimated that there would be 1,000 vehicles per hour created by other land uses in the area along the alley. The PM Peak hour is estimated as a LOS D, due to the high volumes conservatively estimated, but only a 2-car queue is estimated. No poor operating conditions have been identified. Table 5a, on the following page, shows the Future with Project LOS and Table 5b, on the following page, shows the driveway and adjacent roadway queues. The driveway delay worksheets are provided in Attachment E.

Table 5a
Driveway LOS

Intersection	Peak Hour	Future (2025) With Modified Project	
		Delay (s)	LOS
Alley & Project Driveway	AM	22.9	C
	PM	31.5	D

Table 5b
Driveway Queues

Intersection	Peak Hour	With Modified Project TYPICAL QUEUE LENGTH	
		DIRECTION	# of Cars
Alley & Project Driveway	AM	EB	0 TO 1
		SB	0
	PM	EB	2
		NB	0

SUMMARY

As with the Approved Project, the Modified Project will not create a significant Household VMT per Capita impact. The Work VMT per Employee is not applicable because there is less than 50,000 square feet of retail and the grocery store is considered neighborhood serving. No new significant impacts or deficiencies are identified with the Modified Project. The June 30, 2020 LADOT letter's Project Requirements are still applicable.

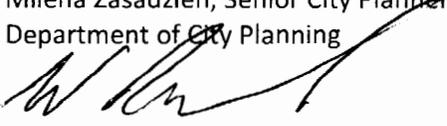
Attachment A

LADOT
April 17th, 2023
REVIEW LETTER

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning


From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT
LOCATED AT 1666 NORTH VERMONT AVENUE (ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements

The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been 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 Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

4. Worksite Traffic Control Requirements

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 truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

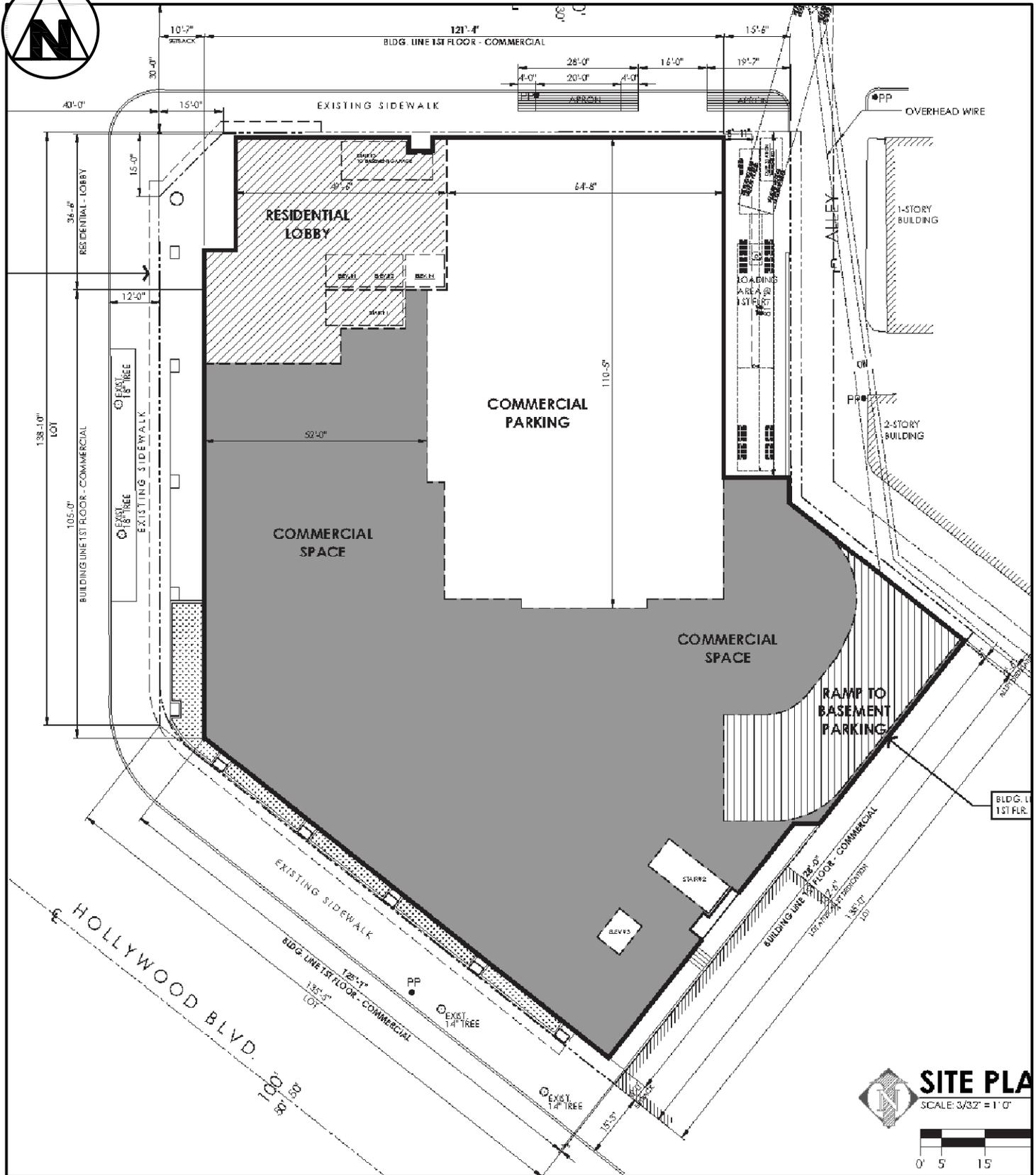
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

J:\Letters\2020\CEN19-48526_1666 N Vermont Ave_mu_vmt_itr.docx

c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.



Daryoush SAFA AIA Architect

Figure 2A

12/2019

**PROJECT SITE PLAN
WITH DRIVEWAY LOCATIONS**



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



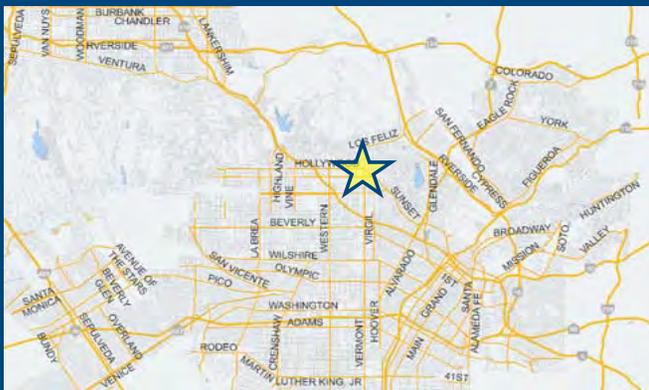
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	0.3	ksf
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	0	Percent
(custom) Car Wash NHB-Production Split	22	Percent
(custom) Car Wash Daily	0	Residents
(custom) Car Wash Daily	10	Employees
(custom) Car Wash Daily		Nbn-Retail

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	13.96	ksf
Housing Multi-Family	123	DU
Retail Supermarket	13.96	ksf
Housing Affordable Housing - Family	16	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
131 Daily Vehicle Trips	1,536 Daily Vehicle Trips
862 Daily VMT	9,984 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,405 Net Daily Trips
The net increase in daily VMT ≤ 0	9,122 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.960 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Retail Supermarket	13.96	kSF
Housing Affordable Housing - Family	16	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,271 Daily Vehicle Trips	1,271 Daily Vehicle Trips
8,258 Daily VMT	8,258 Daily VMT
5.9 Household VMT per Capita	5.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	123	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	16	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	13.960	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Analysis Results			
Total Employees: 56			
Total Population: 327			
Proposed Project		With Mitigation	
1,271	Daily Vehicle Trips	1,271	Daily Vehicle Trips
8,258	Daily VMT	8,258	Daily VMT
5.9	Household VMT per Capita	5.9	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	220	220
		Actual parking provision (spaces)	128	128
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	18%		18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	187	-35.3%	121	8.8	1,646	1,065
Home Based Other Production	501	-40.7%	297	5.5	2,756	1,634
Non-Home Based Other Production	313	-13.7%	270	7.6	2,379	2,052
Home-Based Work Attraction	81	-39.5%	49	8.4	680	412
Home-Based Other Attraction	810	-40.2%	484	5.6	4,536	2,710
Non-Home Based Other Attraction	364	-13.5%	315	6.7	2,439	2,111

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	86	759	-28.7%	86	759
Home Based Other Production	-28.7%	212	1,165	-28.7%	212	1,165
Non-Home Based Other Production	-13.0%	235	1,784	-13.0%	235	1,784
Home-Based Work Attraction	-13.0%	43	358	-13.0%	43	358
Home-Based Other Attraction	-13.0%	421	2,356	-13.0%	421	2,356
Non-Home Based Other Attraction	-13.0%	274	1,836	-13.0%	274	1,836

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 56

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,924	1,924
<i>Total Home Based Work Attraction VMT</i>	358	358
<i>Total Home Based VMT Per Capita</i>	5.9	5.9
<i>Total Work Based VMT Per Employee</i>	N/A	N/A



Table 4
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing (Dec. 2019)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B
		PM	11.7	B	12.4	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C
		PM	18.8	B	18.8	B
3	Hillhurst Avenue & Prospect Avenue &	AM	18.0	B	18.9	B
		PM	20.7	C	21.8	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C
		PM	29.7	C	30.0	C

Table 5
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2022) Without Project		Future (2022) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.4	B	11.1	B
		PM	12.6	B	13.6	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.6	C	20.6	C
		PM	19.4	B	19.5	B
3	Hillhurst Avenue & Prospect Avenue &	AM	27.0	C	27.8	C
		PM	26.0	C	27.5	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	39.9	D	41.8	D
		PM	44.9	D	47.6	D

s = seconds

Attachment B

**MODIFIED PROJECT
SITE PLAN**

Attachment C

MODIFIED PROJECT VMT CALCULATOR

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant		ksf
Retail High-Turnover Sit-Down Restaurant (custom) Car Wash Retail/Non-Retail	0.3	ksf
(custom) Car Wash Residents	0	Non-Retail LU type
(custom) Car Wash Employees	10	Person
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	22	Percent
(custom) Car Wash NHB-Production Split	0	Percent

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	22.8	ksf
Housing Multi-Family	123	DU
Housing Affordable Housing - Family	16	DU
Retail Supermarket	22.8	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
120 Daily Vehicle Trips	2,234 Daily Vehicle Trips
772 Daily VMT	15,338 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,114 Net Daily Trips
The net increase in daily VMT ≤ 0	14,566 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	22,800 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Information

Project:

Scenario:

Address:



TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,896 Daily Vehicle Trips	1,896 Daily Vehicle Trips
13,044 Daily VMT	13,044 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Housing Affordable Housing - Family	16	DU
Retail Supermarket	22.8	ksf



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	123	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	16	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	Supermarket	22.800	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
<i>Movie Theater</i>		0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Analysis Results			
Total Employees: 91			
Total Population: 327			
Proposed Project		With Mitigation	
1,896	Daily Vehicle Trips	1,896	Daily Vehicle Trips
13,044	Daily VMT	13,044	Daily VMT
4.1	Household VMT per Capita	4.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	230	230
		Actual parking provision (spaces)	145	145
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
Residential area parking permits	Cost of annual permit (\$)	\$0	\$0	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
		<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>	\$0.00	\$0.00
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	18%		18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 8, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	124	-26.6%	91	8.6	1,066	783
Home Based Other Production	343	-41.1%	202	5.4	1,852	1,091
Non-Home Based Other Production	672	-6.1%	631	7.8	5,242	4,922
Home-Based Work Attraction	132	-31.8%	90	8.6	1,135	774
Home-Based Other Attraction	1,338	-47.5%	702	5.9	7,894	4,142
Non-Home Based Other Attraction	551	-6.0%	518	7.0	3,857	3,626

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	65	558	-28.7%	65	558
Home Based Other Production	-28.7%	144	778	-28.7%	144	778
Non-Home Based Other Production	-13.0%	549	4,280	-13.0%	549	4,280
Home-Based Work Attraction	-13.0%	78	673	-13.0%	78	673
Home-Based Other Attraction	-13.0%	610	3,602	-13.0%	610	3,602
Non-Home Based Other Attraction	-13.0%	450	3,153	-13.0%	450	3,153

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 91

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,336	1,336
<i>Total Home Based Work Attraction VMT</i>	673	673
<i>Total Home Based VMT Per Capita</i>	4.1	4.1
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	_____
Print Name:	<u>LIZ FLEMING</u>
Title:	<u>V.P.</u>
Company:	<u>OVERLAND TRAFFIC CONSULTANTS</u>
Address:	<u>952 MANHATTAN BCH BL #100, MB</u>
Phone:	<u>310 545-1235</u>
Email Address:	<u>liz@overlandtraffic.com</u>
Date:	<u>12-12-23</u>

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	0.3	ksf
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	22	Percent
(custom) Car Wash NHB-Production Split	0	Percent
(custom) Car Wash Daily	0	Residents
(custom) Car Wash Daily	10	Employees
(custom) Car Wash Daily		Non-Retail/Non-R

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	22.8	ksf
Housing Multi-Family	123	DU
Retail Supermarket	22.8	ksf
Housing Affordable Housing - Family	16	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
120 Daily Vehicle Trips	2,234 Daily Vehicle Trips
772 Daily VMT	15,338 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,114 Net Daily Trips
The net increase in daily VMT ≤ 0	14,566 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	22,800 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

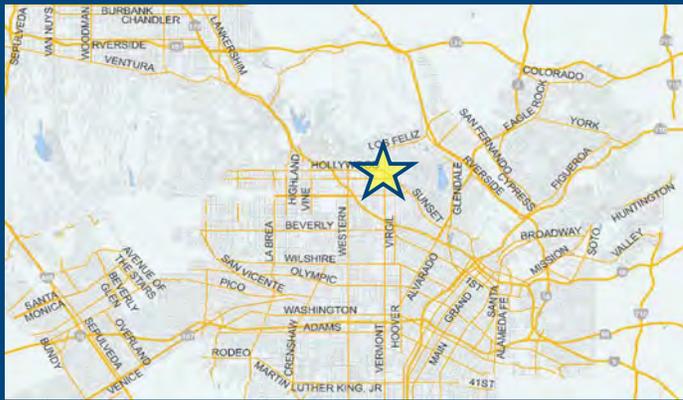


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Retail Supermarket	22.8	ksf
Housing Affordable Housing - Family	16	DU

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
 - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,234 Daily Vehicle Trips	2,234 Daily Vehicle Trips
15,338 Daily VMT	15,338 Daily VMT
5.7 Household VMT per Capita	5.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	123	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	16	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	Supermarket	22.800	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
<i>Movie Theater</i>		0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

Analysis Results			
Total Employees: 91			
Total Population: 327			
Proposed Project		With Mitigation	
2,234	Daily Vehicle Trips	2,234	Daily Vehicle Trips
15,338	Daily VMT	15,338	Daily VMT
5.7	Household VMT per Capita	5.7	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0
		<i>Actual parking provision (spaces)</i>	0
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>Include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Unbundle parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 14, 2023

Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 14, 2023

Project Name:

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	124	-26.6%	91	8.6	1,066	783
Home Based Other Production	343	-41.1%	202	5.4	1,852	1,091
Non-Home Based Other Production	672	-6.1%	631	7.8	5,242	4,922
Home-Based Work Attraction	132	-31.8%	90	8.6	1,135	774
Home-Based Other Attraction	1,338	-47.5%	702	5.9	7,894	4,142
Non-Home Based Other Attraction	551	-6.0%	518	7.0	3,857	3,626

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	91	783	0.0%	91	783
Home Based Other Production	0.0%	202	1,091	0.0%	202	1,091
Non-Home Based Other Production	0.0%	631	4,922	0.0%	631	4,922
Home-Based Work Attraction	0.0%	90	774	0.0%	90	774
Home-Based Other Attraction	0.0%	702	4,142	0.0%	702	4,142
Non-Home Based Other Attraction	0.0%	518	3,626	0.0%	518	3,626

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 91

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,874	1,874
<i>Total Home Based Work Attraction VMT</i>	774	774
<i>Total Home Based VMT Per Capita</i>	5.7	5.7
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	_____
Print Name:	LIZ FLEMING _____
Title:	V.P. _____
Company:	OVERLAND TRAFFIC CONSULTANTS _____
Address:	952 MANHATTAN BCH BL #100, MB _____
Phone:	310 545-1235 _____
Email Address:	liz@overlandtraffic.com _____
Date:	12-12-23 _____

Attachment D

MODIFIED PROJECT

UPDATED
RELATED PROJECT LIST & MAP

RELATED PROJECT LIST
1666 N Vermont Av

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
1	Luxium Apartments Retail Restaurant Coffee/Donut	202 units 6,650 sf 5,050 sf 3,025 sf	1515 N Hillhust Av/ 4531 Hollywood Bl	1,735	43	92	135	111	73	184
2	Apartments Retail	150 units 13,000 sf	4900 W Hollywood Bl	752	15	44	59	45	32	77
3	Hollywood Presbyterian Hospital Seismic Retrofit New Office	Existing Replacement 30,933 sf	1300 N Vermont	290	36	5	41	6	30	36
4	LaTerra Select Aparments Commercial	96 units 9,500 sf	4850 W Hollywood Bl	953	10	29	39	32	23	57
5	Kaiser Medical Center New Medical Office Retail Parking Demo Med Office & Parking	422,700 sf 2,300 sf 655,000 sf 215,000 sf	4760 W Sunset Bl, 1317-1345, 1517 N Vermont. 1328 N New Hampshire, & 1505 & 1526 N Edemont	4,506	233	61	294	71	179	2,250
6	New Hampisire Residential Apartments Affordable Housing	81 units 11 units	1317 N New Hampshire Av	448	9	23	32	21	15	36
7	Apartments Office Medical Office	58 units 1,320 sf 1,925 sf	1225 N Vermont Av	429	10	19	29	19	16	35

RELATED PROJECT LIST
 1666 N Vermont Av

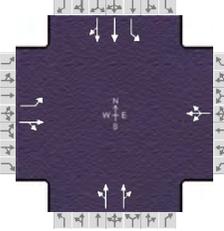
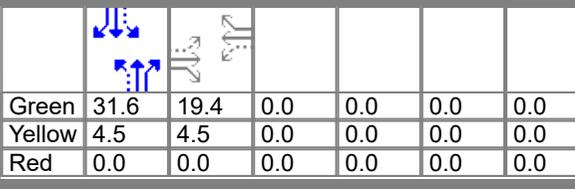
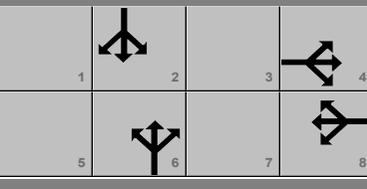
#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
8	Apartments	153 units	4649 W Maubert Av	620	11	31	42	31	19	50
9	Condominium	6 units	4718 Franklin Av	43	1	2	3	1	2	3
10	Small Lot Homes	18 units	4773 Hollywood Bl	130	2	7	9	6	4	10
11	Apartments	31 units	1335 N New Hampshire	141	3	8	11	7	5	12
12	Apartments	62 units	1423 N New Hampshire	281	5	18	23	15	9	24

Attachment E

MODIFIED PROJECT'S

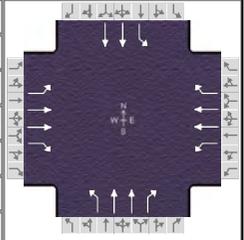
INTERSECTION & DRIVEWAY
LOS WORKSHEETS

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency	OTC, INC					Duration, h	1.00								
Analyst	LF	Analysis Date	Dec 2, 2019			Area Type	Other								
Jurisdiction	HOLLYWOOD		Time Period	AM PEAK HOUR		PHF	1.00								
Urban Street	VERMONT AVENUE		Analysis Year	2019		Analysis Period	1 > 7:00								
Intersection	PROSPECT AVENUE		File Name	1 PROSPECT & VERMONT AM EXISTING.xus											
Project Description	EXISTING														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				104	196	1	103	253	20	0	492	76	19	699	140
Signal Information															
Cycle, s	60.0	Reference Phase	6	Green	31.6	19.4	0.0	0.0	0.0	0.0					
Offset, s	0	Reference Point	End	Yellow	4.5	4.5	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4		8		6		2				
Case Number					6.0		8.0		8.0		6.0				
Phase Duration, s					23.9		23.9		36.1		36.1				
Change Period, (Y+R _c), s					4.5		4.5		4.5		4.5				
Max Allow Headway (MAH), s					3.5		3.5		0.0		0.0				
Queue Clearance Time (g _s), s					17.7		13.7								
Green Extension Time (g _e), s					1.6		1.7		0.0		0.0				
Phase Call Probability					1.00		1.00								
Max Out Probability					0.00		0.00								
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h				104	0		371		0	262	0	0	402		
Adjusted Saturation Flow Rate (s), veh/h/ln				1105	0		1620		0	1717	872	1900	1735		
Queue Service Time (g _s), s				5.3	0.0		7.8		0.0	5.1	0.0	0.0	14.9		
Cycle Queue Clearance Time (g _c), s				15.7	0.0		11.7		0.0	5.1	0.0	0.0	14.9		
Green Ratio (g/C)				0.32			0.32		0.53	0.53	0.53	0.53			
Capacity (c), veh/h				287			603		901	120	998				
Volume-to-Capacity Ratio (X)				0.362	0.000		0.615		0.000	0.291	0.000	0.000	0.000		
Back of Queue (Q), ft/ln (85 th percentile)				58.1	0		149.8		0	76	0	0	0		
Back of Queue (Q), veh/ln (85 th percentile)				2.3	0.0		6.0		0.0	3.0	0.0	0.0	0.0		
Queue Storage Ratio (RQ) (85 th percentile)				0.39	0.00		0.00		0.00	0.00	0.00	0.00	0.00		
Uniform Delay (d ₁), s/veh				23.9			17.4			8.0	0.0	0.0			
Incremental Delay (d ₂), s/veh				0.3	0.0		0.4		0.0	0.8	0.0	0.0	0.0		
Initial Queue Delay (d ₃), s/veh				0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				24.2			17.8			8.8	0.0	0.0			
Level of Service (LOS)				C			B			A			A		
Approach Delay, s/veh / LOS				18.4	B		17.8	B		8.7	A			A	
Intersection Delay, s/veh / LOS				10.2						B					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.7	B		2.9	C		2.1	B		2.2	B	
Bicycle LOS Score / LOS				1.0	A		1.1	A		0.9	A		1.2	A	

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM EXIST.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	17	395	223	58	361	35	172	510	57	71	726	

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

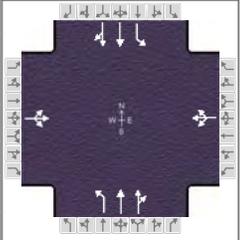
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		17.8		12.6	9.7	29.6	0.0	19.9
Change Period, (Y+R _c), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g _s), s		0.0		0.0	0.0	0.0	0.0	0.0
Green Extension Time (g _e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		0.00		0.00	0.00	0.00	0.00	0.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g _s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g _c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.14	0.14	0.14	0.39	0.43	0.43		0.26	
Capacity (c), veh/h	417	833	263	259	518	194	673	1544	618	3	953	
Volume-to-Capacity Ratio (X)	0.041	0.474	0.844	0.224	0.697	0.155	0.255	0.330	0.061	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.6	92.5	150.4	30.7	96.5	15.7	60.2	88	12.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	3.7	6.0	1.2	3.9	0.6	2.4	3.5	0.5	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	17.9	20.0	22.1	22.8	24.5	22.5	12.2	11.5	10.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.0	0.2	17.4	0.2	0.6	0.1	0.1	0.6	0.2	0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	18.0	20.1	39.5	22.9	25.1	22.7	12.3	12.1	10.3	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	26.8		C	24.7		C	12.0		B	0.0		
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.1	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	99	107	45	38	189	25	44	463	12	22	723	134

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

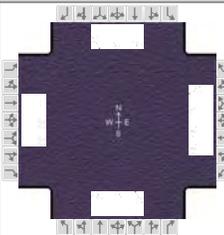
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		13.9		16.1		30.0		30.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g _s), s		0.0		0.0		0.0		0.0
Green Extension Time (g _e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	0			0			0			0		
Adjusted Saturation Flow Rate (s), veh/h/ln	0			0			0			0		
Queue Service Time (g _s), s	0.0			0.0			0.0			0.0		
Cycle Queue Clearance Time (g _c), s	0.0			0.0			0.0			0.0		
Green Ratio (g/C)	0.16			0.20			0.43			0.43		
Capacity (c), veh/h	295			375			120			740		
Volume-to-Capacity Ratio (X)	0.834			0.657			0.000			0.030		
Back of Queue (Q), ft/ln (85 th percentile)	163.7			127.8			0			8.4		
Back of Queue (Q), veh/ln (85 th percentile)	6.5			5.1			0.0			0.3		
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00			0.17		
Uniform Delay (d ₁), s/veh	24.3			22.0			0.0			12.7		
Incremental Delay (d ₂), s/veh	15.7			3.4			0.0			0.1		
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0			0.0		
Control Delay (d), s/veh	40.0			25.4			0.0			12.8		
Level of Service (LOS)	D			C			A			B		
Approach Delay, s/veh / LOS	40.0	D		25.4	C		A			14.7	B	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	0.9	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST...				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	60	23	357	337	504	164	136	232	7	245	680	135

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	12.9	26.1	12.9	22.1	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

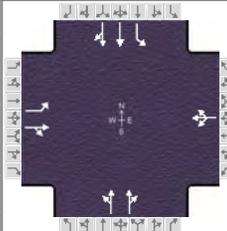
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		30.1	16.9	47.0		26.1	16.9	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.0	3.1	3.1
Queue Clearance Time (g _s), s			12.7			23.0	13.0	22.2
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.0	1.5
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			0.84			1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		83	357	337	356	312	136	120	119	245	424	391
Adjusted Saturation Flow Rate (s), veh/h/ln		918	1100	1387	1500	1305	681	1500	1478	1429	1500	1378
Queue Service Time (g _s), s		5.2	12.4	10.7	14.6	14.8	17.8	5.9	5.9	11.0	20.1	20.2
Cycle Queue Clearance Time (g _c), s		5.9	12.4	10.7	14.6	14.8	21.0	5.9	5.9	11.0	20.1	20.2
Green Ratio (g/C)		0.29	0.29	0.14	0.48	0.48	0.25	0.25	0.25	0.41	0.43	0.43
Capacity (c), veh/h		335	637	399	717	623	222	368	362	493	650	597
Volume-to-Capacity Ratio (X)		0.248	0.560	0.844	0.497	0.501	0.611	0.326	0.328	0.497	0.653	0.654
Back of Queue (Q), ft/ln (50 th percentile)		37.3	86	101.4	128.2	114.4	76.3	51.9	51.5	86.6	172.4	159.4
Back of Queue (Q), veh/ln (50 th percentile)		1.5	3.4	4.1	5.1	4.6	3.1	2.1	2.1	3.5	6.9	6.4
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		24.7	27.1	37.5	16.1	16.1	35.2	27.9	27.9	19.3	20.2	20.2
Incremental Delay (d ₂), s/veh		1.8	3.6	9.9	2.5	2.9	3.6	0.2	0.2	0.3	1.9	2.1
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		26.4	30.7	47.4	18.6	19.0	38.8	28.1	28.1	19.6	22.0	22.2
Level of Service (LOS)		C	C	D	B	B	D	C	C	B	C	C
Approach Delay, s/veh / LOS	29.9	C		28.4	C		32.0	C		21.5	C	
Intersection Delay, s/veh / LOS				26.6						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.3	A	0.8	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM EXISTING.xus				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	163	279	2	72	138	28	1	935	104	21	564	107

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	31.8	20.2	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

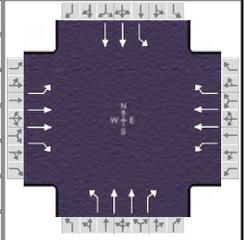
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		24.2		24.2		35.8		35.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g_s), s		17.3		9.5				
Green Extension Time (g_e), s		1.6		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	163	280			231		554		460	0	0	322
Adjusted Saturation Flow Rate (s), veh/h/ln	1178	1874			1443		1900		1575	565	1900	1753
Queue Service Time (g_s), s	7.4	6.8			1.8		0.0		11.6	0.0	0.0	11.0
Cycle Queue Clearance Time (g_c), s	15.3	6.8			7.5		12.2		11.6	0.0	0.0	11.0
Green Ratio (g/C)	0.34	0.34			0.34		0.53		0.53	0.53	0.53	0.53
Capacity (c), veh/h	389	674			597		1024		799	120	964	
Volume-to-Capacity Ratio (X)	0.419	0.416			0.387		0.542		0.575	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	82.4	104.2			87.7		170.1		150.2	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.3	4.2			3.5		6.8		6.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.55	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.7	14.5			14.3		10.3		10.1	0.0	0.0	
Incremental Delay (d_2), s/veh	0.3	0.2			0.2		2.1		3.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.0	14.6			14.5		12.4		13.2	0.0	0.0	
Level of Service (LOS)	C	B			B		B		B			A
Approach Delay, s/veh / LOS	17.0	B		14.5	B		12.7	B				A
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.2	A	0.9	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM EXIST.xus				
Project Description	EXISTING+						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	16	463	224	88	406	73	236	936	121	73	566	

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	7.7	14.7	12.1	9.6	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

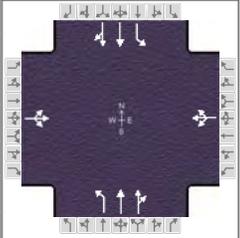
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.1		13.6	11.7	30.4	0.0	18.7
Change Period, (Y+R _c), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g _s), s		11.0		8.4	7.3			
Green Extension Time (g _e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.55		0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	16	463	168	88	406	55	236	936	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1058	1810	1809	1219	1810	1809	1499	1810	1798	
Queue Service Time (g _s), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	11.7	2.2	0.0	0.0	
Cycle Queue Clearance Time (g _c), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	11.7	2.2	0.0	0.0	
Green Ratio (g/C)	0.20	0.20	0.20	0.16	0.16	0.16	0.41	0.44	0.44		0.24	
Capacity (c), veh/h	364	729	213	288	577	194	704	1589	658	3	879	
Volume-to-Capacity Ratio (X)	0.044	0.635	0.789	0.305	0.704	0.283	0.335	0.589	0.138	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.5	111.8	103.7	46.2	104.9	28.9	81.8	161.3	30.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	4.5	4.1	1.8	4.2	1.2	3.3	6.5	1.2	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	19.3	21.9	22.7	22.3	23.9	22.2	12.2	12.7	10.0	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.0	0.3	7.9	0.2	0.6	0.3	0.1	1.6	0.4	0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.3	22.3	30.6	22.5	24.5	22.5	12.3	14.3	10.5	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.4		C	24.0		C	13.7		B	0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.5	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	182	232	47	26	96	31	44	796	45	23	426	55

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	25.4	16.4	6.2	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

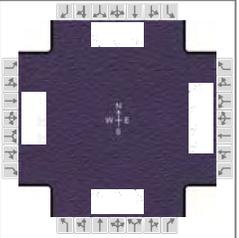
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		20.4		10.2		29.4		29.4
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		16.2		6.6				
Green Extension Time (g _e), s		0.2		0.2		0.0		0.0
Phase Call Probability		1.00		0.91				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	449			142			44	420	410	0	0	232
Adjusted Saturation Flow Rate (s), veh/h/ln	1828			1787			1728	1900	1855	671	1900	1816
Queue Service Time (g _s), s	14.2			4.6			1.1	9.8	9.8	0.0	0.0	7.0
Cycle Queue Clearance Time (g _c), s	14.2			4.6			8.1	9.8	9.8	0.0	0.0	7.0
Green Ratio (g/C)	0.27			0.10			0.42	0.42	0.42	0.42	0.42	0.42
Capacity (c), veh/h	500			185			648	803	784	120	803	
Volume-to-Capacity Ratio (X)	0.897			0.768			0.068	0.523	0.523	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	273.3			85.2			18.8	153.8	151.2	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	10.9			3.4			0.8	6.2	6.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.31	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	21.0			26.2			14.8	12.8	12.8	0.0	0.0	
Incremental Delay (d ₂), s/veh	19.0			2.6			0.2	2.4	2.5	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.0			28.8			15.0	15.3	15.3	0.0	0.0	
Level of Service (LOS)	D			C			B	B	B			A
Approach Delay, s/veh / LOS	40.0		D	28.8		C	15.3		B			A
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.2	A	0.7	A	1.2	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	OTC, INC				Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019		Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR		PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2019		Analysis Period	1 > 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST...					
Project Description	EXISTING							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	71	648	203	404	231	200	473	29	171	614	138

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.6	30.4	9.2	25.8	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

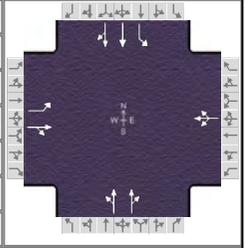
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.4	12.6	47.0		29.8	13.2	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.7	3.1	3.1
Queue Clearance Time (g _s), s			8.4			27.8	9.2	20.4
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.4
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.50	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		176	648	203	340	295	200	253	249	171	397	355	
Adjusted Saturation Flow Rate (s), veh/h/ln		1012	1105	1387	1500	1283	722	1500	1469	1429	1500	1340	
Queue Service Time (g _s), s		10.7	24.7	6.4	13.8	14.0	20.5	13.0	13.1	7.2	18.3	18.4	
Cycle Queue Clearance Time (g _c), s		12.1	24.7	6.4	13.8	14.0	25.8	13.0	13.1	7.2	18.3	18.4	
Green Ratio (g/C)		0.34	0.34	0.10	0.48	0.48	0.29	0.29	0.29	0.41	0.43	0.43	
Capacity (c), veh/h		405	746	266	717	613	245	430	421	354	650	581	
Volume-to-Capacity Ratio (X)		0.434	0.869	0.762	0.474	0.481	0.817	0.588	0.591	0.483	0.610	0.612	
Back of Queue (Q), ft/ln (50 th percentile)		80.7	193.3	55	120.3	106.7	144.1	116.2	114.8	57.1	154.8	139.7	
Back of Queue (Q), veh/ln (50 th percentile)		3.2	7.7	2.2	4.8	4.3	5.8	4.6	4.6	2.3	6.2	5.6	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh		23.5	27.9	39.7	15.9	15.9	36.5	27.5	27.6	19.3	19.7	19.7	
Incremental Delay (d ₂), s/veh		3.4	15.1	1.7	2.3	2.7	20.4	1.4	1.5	0.4	1.2	1.4	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		26.9	43.0	41.4	18.1	18.6	57.0	29.0	29.1	19.7	20.9	21.1	
Level of Service (LOS)		C	D	D	B	B	E	C	C	B	C	C	
Approach Delay, s/veh / LOS	39.6	D		23.9	C		37.0	D		20.7	C		
Intersection Delay, s/veh / LOS		29.7						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 C	2.8 C	2.6 B	2.8 C
Bicycle LOS Score / LOS	1.8 A	1.2 A	1.1 A	1.2 A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM EXIST+PROJ.xus				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	104	205	1	113	265	28	0	492	83	24	699	140

Signal Information				Signal Timing (s)								Signal Phases					
Cycle, s	60.0	Reference Phase	6	Green	30.4	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

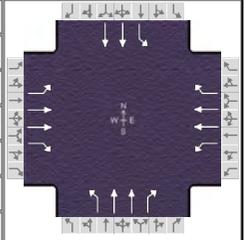
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		25.1		25.1		34.9		34.9
Change Period, (Y+R _c), s		4.5		4.5		4.5		4.5
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		18.8		14.9				
Green Extension Time (g _e), s		1.8		1.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	104	0			401		0		265	0	0	402
Adjusted Saturation Flow Rate (s), veh/h/ln	1087	0			1595		0		1705	866	1900	1735
Queue Service Time (g _s), s	5.4	0.0			9.0		0.0		5.4	0.0	0.0	14.9
Cycle Queue Clearance Time (g _c), s	16.8	0.0			12.9		0.0		5.4	0.0	0.0	14.9
Green Ratio (g/C)	0.34				0.34				0.51	0.51	0.51	0.51
Capacity (c), veh/h	287				624				864	120	963	
Volume-to-Capacity Ratio (X)	0.363	0.000			0.642		0.000		0.306	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	58.1	0			159.1		0		80.4	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.3	0.0			6.4		0.0		3.2	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.39	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	23.8				17.0				8.6	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.0			0.4		0.0		0.9	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.1				17.4				9.6	0.0	0.0	
Level of Service (LOS)	C			B			A			A		
Approach Delay, s/veh / LOS	17.8	B		17.4	B		9.5	A		A		
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM EXIST+PROJ.xus		
Project Description	EXISTING+PROJ				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	17	395	223	58	361	35	172	517	57	71	736	

Signal Information				Signal Timing (s)									Signal Phases			
Cycle, s	60.0	Reference Phase	6	Green	0.0	5.7	15.9	13.8	8.6	0.0	1	2	3	4		
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	4.0	4.0	0.0	5	6	7	8		
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On													

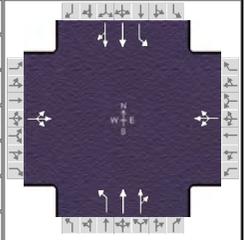
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		17.8		12.6	9.7	29.6	0.0	19.9
Change Period, (Y+R _c), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g _s), s		13.1		7.7	5.8			
Green Extension Time (g _e), s		0.7		0.9	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94			
Max Out Probability		1.00		0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	17	395	222	58	361	30	172	517	38	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1143	1810	1809	1354	1810	1809	1449	1810	1798	
Queue Service Time (g _s), s	0.4	5.7	11.1	1.7	5.7	1.2	3.8	5.7	0.9	0.0	0.0	
Cycle Queue Clearance Time (g _c), s	0.4	5.7	11.1	1.7	5.7	1.2	3.8	5.7	0.9	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.14	0.14	0.14	0.39	0.43	0.43		0.26	
Capacity (c), veh/h	417	833	263	259	518	194	673	1544	618	3	953	
Volume-to-Capacity Ratio (X)	0.041	0.474	0.844	0.224	0.697	0.155	0.255	0.335	0.061	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.6	92.5	150.4	30.7	96.5	15.7	60.2	89	12.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	3.7	6.0	1.2	3.9	0.6	2.4	3.6	0.5	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	17.9	20.0	22.1	22.8	24.5	22.5	12.2	11.5	10.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.0	0.2	17.4	0.2	0.6	0.1	0.1	0.6	0.2	0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	18.0	20.1	39.5	22.9	25.1	22.7	12.3	12.1	10.3	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	26.8		C	24.7		C	12.1		B	0.0		
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.1	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM EXISTING+PR...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	101	111	52	38	191	25	47	463	12	22	723	136

Signal Information				Signal Phases									
Cycle, s	60.0	Reference Phase	6	↓	↑	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	0	Reference Point	End	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Uncoordinated	No	Simult. Gap E/W	On	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Force Mode	Fixed	Simult. Gap N/S	On	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
				Green	27.9	10.3	9.7	0.0	0.0	0.0			
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

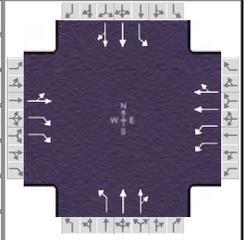
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		14.3		13.7		31.9		31.9
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		10.4		9.8				
Green Extension Time (g _e), s		0.0		0.1		0.0		0.0
Phase Call Probability		0.99		0.98				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	259			248			0	0	236	22	425	401
Adjusted Saturation Flow Rate (s), veh/h/ln	1787			1852			674	1900	1887	1762	1900	1789
Queue Service Time (g _s), s	8.4			7.8			0.0	0.0	4.9	0.5	9.2	9.3
Cycle Queue Clearance Time (g _c), s	8.4			7.8			0.0	0.0	4.9	5.4	9.2	9.3
Green Ratio (g/C)	0.17			0.16			0.47	0.47	0.47	0.47	0.47	0.47
Capacity (c), veh/h	308			300			120	885		797	885	833
Volume-to-Capacity Ratio (X)	0.842			0.826			0.000	0.000	0.000	0.028	0.481	0.481
Back of Queue (Q), ft/ln (85 th percentile)	175.4			153.1			0	0	0	7.8	140.6	134.8
Back of Queue (Q), veh/ln (85 th percentile)	7.0			6.1			0.0	0.0	0.0	0.3	5.6	5.4
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d ₁), s/veh	24.0			24.3			0.0	0.0		11.5	11.0	11.0
Incremental Delay (d ₂), s/veh	17.7			11.1			0.0	0.0	0.0	0.1	1.9	2.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.8			35.4			0.0	0.0		11.6	12.9	13.0
Level of Service (LOS)	D			D					A	B	B	B
Approach Delay, s/veh / LOS	41.8		D	35.4		D			A	12.9		B
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	0.9	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2019	Analysis Period	1> 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	60	23	357	337	505	165	137	234	8	247	684	139

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	12.9	26.1	13.0	22.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

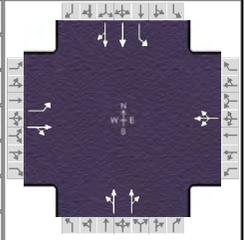
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		30.1	16.9	47.0		26.0	17.0	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.1	3.1	3.1
Queue Clearance Time (g _s), s			12.7			23.6	13.1	22.5
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.0	1.6
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			0.84			1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	83	357	337	357	313	137	122	120	247	429	394	
Adjusted Saturation Flow Rate (s), veh/h/ln	917	1100	1387	1500	1304	676	1500	1476	1429	1500	1377	
Queue Service Time (g _s), s	5.2	12.4	10.7	14.7	14.8	18.2	6.0	6.0	11.1	20.4	20.5	
Cycle Queue Clearance Time (g _c), s	5.9	12.4	10.7	14.7	14.8	21.6	6.0	6.0	11.1	20.4	20.5	
Green Ratio (g/C)	0.29	0.29	0.14	0.48	0.48	0.24	0.24	0.24	0.41	0.43	0.43	
Capacity (c), veh/h	334	637	399	717	623	219	367	361	491	650	597	
Volume-to-Capacity Ratio (X)	0.248	0.560	0.844	0.498	0.502	0.625	0.332	0.334	0.503	0.660	0.661	
Back of Queue (Q), ft/ln (85 th percentile)	67.1	134.3	153.8	187.6	170.7	124.4	90.4	89.8	136.2	243.7	227.7	
Back of Queue (Q), veh/ln (85 th percentile)	2.7	5.4	6.2	7.5	6.8	5.0	3.6	3.6	5.4	9.7	9.1	
Queue Storage Ratio (RQ) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	24.7	27.1	37.5	16.1	16.1	35.6	28.0	28.0	19.3	20.2	20.2	
Incremental Delay (d ₂), s/veh	1.8	3.6	9.9	2.5	2.9	4.2	0.2	0.2	0.3	2.0	2.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	26.4	30.7	47.4	18.6	19.1	39.8	28.1	28.2	19.6	22.2	22.4	
Level of Service (LOS)		C	C	D	B	B	D	C	C	B	C	C
Approach Delay, s/veh / LOS	29.9	C	28.4	C	32.4	C	21.7	C				
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.3	A	0.8	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM EXISTING+PRO...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	304	2	91	162	42	1	935	124	36	564	107

Signal Information														
Cycle, s	60.0	Reference Phase	6											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	29.7	22.3	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

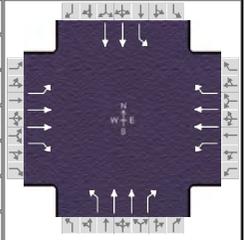
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		26.3		26.3		33.7		33.7
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		18.9		11.2				
Green Extension Time (g _e), s		1.9		1.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	163	305		288			569		465	0	0	322
Adjusted Saturation Flow Rate (s), veh/h/ln	1148	1875		1428			1900		1550	555	1900	1753
Queue Service Time (g _s), s	7.5	7.0		3.6			0.0		12.9	0.0	0.0	11.0
Cycle Queue Clearance Time (g _c), s	16.9	7.0		9.2			13.6		12.9	0.0	0.0	11.0
Green Ratio (g/C)	0.37	0.37		0.37			0.49		0.49	0.49	0.49	0.49
Capacity (c), veh/h	398	745		647			952		727	120	892	
Volume-to-Capacity Ratio (X)	0.410	0.409		0.445			0.598		0.639	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	81.1	105.4		105.1			195.6		171.8	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.2	4.2		4.2			7.8		6.9	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.54	0.00		0.00			0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.1	13.0		13.4			12.1		11.9	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.1		0.2			2.8		4.3	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0			0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.4	13.1		13.6			14.9		16.2	0.0	0.0	
Level of Service (LOS)	C	B		B			B		B			A
Approach Delay, s/veh / LOS	15.7	B		13.6	B		15.5	B				A
Intersection Delay, s/veh / LOS	12.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.3	A	1.0	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM EXIST+PROJ.xus				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	16	463	224	88	406	73	236	956	121	73	584	

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	7.7	14.7	12.1	9.6	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

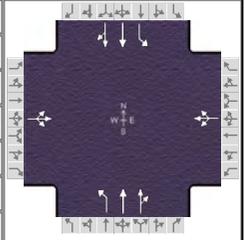
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.1		13.6	11.7	30.4	0.0	18.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		11.0		8.4	7.3			
Green Extension Time (g_e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.55		0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	16	463	168	88	406	55	236	956	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1058	1810	1809	1219	1810	1809	1499	1810	1798	
Queue Service Time (g_s), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	12.1	2.2	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	12.1	2.2	0.0	0.0	
Green Ratio (g/C)	0.20	0.20	0.20	0.16	0.16	0.16	0.41	0.44	0.44		0.24	
Capacity (c), veh/h	364	729	213	288	577	194	704	1589	658	3	879	
Volume-to-Capacity Ratio (X)	0.044	0.635	0.789	0.305	0.704	0.283	0.335	0.602	0.138	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.5	111.8	103.7	46.2	104.9	28.9	81.8	165.4	30.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	4.5	4.1	1.8	4.2	1.2	3.3	6.6	1.2	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	19.3	21.9	22.7	22.3	23.9	22.2	12.2	12.8	10.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.3	7.9	0.2	0.6	0.3	0.1	1.7	0.4	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.3	22.3	30.6	22.5	24.5	22.5	12.3	14.5	10.5	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.4		C	24.0		C	13.8		B	0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.5	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM EXISTING+PR...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	185	238	61	26	103	31	54	796	45	23	426	58

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	24.4	17.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

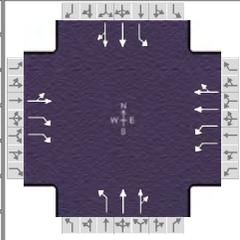
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		21.2		10.5		28.4		28.4
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		17.0		6.8				
Green Extension Time (g _e), s		0.2		0.2		0.0		0.0
Phase Call Probability		1.00		0.92				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	472			149			54	420	410	0	0	234
Adjusted Saturation Flow Rate (s), veh/h/ln	1818			1794			1726	1900	1854	671	1900	1812
Queue Service Time (g _s), s	15.0			4.8			1.4	10.1	10.1	0.0	0.0	7.1
Cycle Queue Clearance Time (g _c), s	15.0			4.8			8.5	10.1	10.1	0.0	0.0	7.1
Green Ratio (g/C)	0.29			0.11			0.41	0.41	0.41	0.41	0.41	0.41
Capacity (c), veh/h	520			193			617	772	753	120	772	
Volume-to-Capacity Ratio (X)	0.907			0.770			0.088	0.544	0.545	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	298.9			88.3			24.2	160.1	157.4	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	12.0			3.5			1.0	6.4	6.3	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.40	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.7			26.0			15.7	13.6	13.6	0.0	0.0	
Incremental Delay (d ₂), s/veh	22.5			2.5			0.3	2.8	2.8	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.1			28.5			16.0	16.4	16.4	0.0	0.0	
Level of Service (LOS)	D			C			B	B	B			A
Approach Delay, s/veh / LOS	43.1	D		28.5	C		16.4	B				A
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.3	A	0.7	A	1.2	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2019	Analysis Period	1> 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	71	648	203	405	233	203	480	33	174	620	144

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.6	30.4	9.3	25.7	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

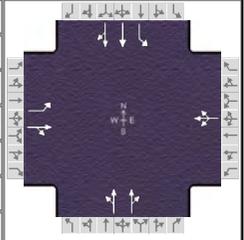
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.4	12.6	47.0		29.7	13.3	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.8	3.1	3.1
Queue Clearance Time (g _s), s			8.4			27.7	9.4	20.8
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.5
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.59	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		176	648	203	342	296	203	259	254	174	403	361
Adjusted Saturation Flow Rate (s), veh/h/ln		1007	1105	1387	1500	1283	714	1500	1466	1429	1500	1338
Queue Service Time (g _s), s		10.7	24.7	6.4	13.9	14.1	20.1	13.4	13.5	7.4	18.8	18.8
Cycle Queue Clearance Time (g _c), s		12.2	24.7	6.4	13.9	14.1	25.7	13.4	13.5	7.4	18.8	18.8
Green Ratio (g/C)		0.34	0.34	0.10	0.48	0.48	0.29	0.29	0.29	0.41	0.43	0.43
Capacity (c), veh/h		404	746	266	717	613	240	428	418	350	650	580
Volume-to-Capacity Ratio (X)		0.436	0.869	0.762	0.476	0.484	0.847	0.605	0.608	0.498	0.621	0.622
Back of Queue (Q), ft/ln (85 th percentile)		127.6	265.6	93.5	178.4	161.3	221.1	177.7	175.6	98	224.3	205.3
Back of Queue (Q), veh/ln (85 th percentile)		5.1	10.6	3.7	7.1	6.5	8.8	7.1	7.0	3.9	9.0	8.2
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		23.6	27.9	39.7	15.9	16.0	37.1	27.8	27.8	19.4	19.8	19.8
Incremental Delay (d ₂), s/veh		3.4	15.1	1.7	2.3	2.7	27.1	1.8	1.9	0.4	1.4	1.6
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		27.0	43.0	41.4	18.2	18.7	64.2	29.6	29.7	19.8	21.1	21.4
Level of Service (LOS)		C	D	D	B	B	E	C	C	B	C	C
Approach Delay, s/veh / LOS	39.6	D		24.0	C		39.4	D		21.0	C	
Intersection Delay, s/veh / LOS		30.3				C						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.8	A	1.2	A	1.1	A	1.3	A

FUTURE 2025 WO PROJCT **HCS 2010 Signalized Intersection Results Summary**

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 12, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM FUT WO PROJ....				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	111	209	1	113	270	21	0	567	81	20	871	149

Signal Information				Signal Phases										
Cycle, s	60.0	Reference Phase	6											
Offset, s	0	Reference Point	End	Green	30.5	20.5	0.0	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0				

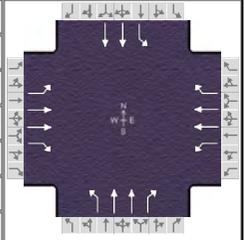
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		25.0		25.0		35.0		35.0
Change Period, (Y+R _c), s		4.5		4.5		4.5		4.5
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		22.4		16.3				
Green Extension Time (g _e), s		0.0		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.76				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	111	0		399			0		300	0	0	493
Adjusted Saturation Flow Rate (s), veh/h/ln	1091	0		1516			0		1721	810	1900	1744
Queue Service Time (g _s), s	6.1	0.0		9.3			0.0		6.2	0.0	0.0	11.6
Cycle Queue Clearance Time (g _c), s	20.4	0.0		14.3			0.0		6.2	0.0	0.0	11.6
Green Ratio (g/C)	0.34			0.34					0.51	0.51	0.51	0.51
Capacity (c), veh/h	232			595					875	120	966	
Volume-to-Capacity Ratio (X)	0.478	0.000		0.671			0.000		0.343	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	67.6	0		174.2			0		90.3	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.7	0.0		7.0			0.0		3.6	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.45	0.00		0.00			0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	26.9			17.7					8.8	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.6	0.0		2.4			0.0		1.1	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0			0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.4			20.1					9.9	0.0	0.0	
Level of Service (LOS)	C			C			A			A		
Approach Delay, s/veh / LOS	19.2	B		20.1	C		9.8	A				A
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	1.0	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM FUT WO.xus		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	21	429	238	62	388	37	183	567	61	76	807	

Signal Information				Signal Timing (s)									Signal Phases												
Cycle, s	60.0	Reference Phase	6	Green	0.0	6.1	14.5	14.4	9.0	0.0	1	2	3	4	Yellow	4.0	4.0	4.0	4.0	4.0	0.0	5	6	7	8
Offset, s	0	Reference Point	End	Red	0.0	0.0	0.0	0.0	0.0	0.0					Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On																						

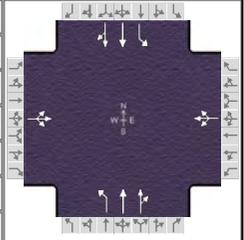
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		18.4		13.0	10.1	28.6	0.0	18.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		13.7		8.1	6.2			
Green Extension Time (g_e), s		0.6		0.9	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95			
Max Out Probability		1.00		0.02	0.01			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	21	429	237	62	388	32	183	567	42	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1158	1810	1809	1364	1810	1809	1448	1810	1798	
Queue Service Time (g_s), s	0.5	6.1	11.7	1.8	6.1	1.2	4.2	6.6	1.1	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.5	6.1	11.7	1.8	6.1	1.2	4.2	6.6	1.1	0.0	0.0	
Green Ratio (g/C)	0.24	0.24	0.24	0.15	0.15	0.15	0.38	0.41	0.41		0.24	
Capacity (c), veh/h	433	865	277	273	546	206	652	1483	594	3	867	
Volume-to-Capacity Ratio (X)	0.049	0.496	0.856	0.227	0.711	0.156	0.281	0.382	0.071	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	9.3	98.6	165.2	32.5	101.9	16.6	67	100.5	14.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.4	3.9	6.6	1.3	4.1	0.7	2.7	4.0	0.6	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.6	19.7	21.8	22.4	24.2	22.2	13.0	12.4	10.8	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.2	20.5	0.2	0.7	0.1	0.1	0.8	0.2	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	17.6	19.9	42.3	22.6	24.9	22.3	13.1	13.1	11.0	0.0	0.0	
Level of Service (LOS)	B	B	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	27.5		C	24.4		C	13.0		B	0.0		
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	0.9	A	1.1	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 13, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM FUTURE WO P...				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	141	149	88	41	231	57	62	517	13	33	871	168

Signal Information				Signal Timing and Phases											
Cycle, s	60.0	Reference Phase	6	EB			WB			NB			SB		
Offset, s	0	Reference Point	End	Green	21.6	14.0	12.4	0.0	0.0	0.0	1	2	3	4	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5	6	7	8	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					

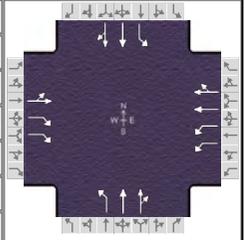
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		18.0		16.4		25.6		25.6
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		14.2		12.3				
Green Extension Time (g _e), s		0.0		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	373			323			0	0	264	33	519	487
Adjusted Saturation Flow Rate (s), veh/h/ln	1776			1823			569	1900	1887	1752	1900	1781
Queue Service Time (g _s), s	12.2			10.3			0.0	0.0	6.5	0.9	14.4	14.4
Cycle Queue Clearance Time (g _c), s	12.2			10.3			0.0	0.0	6.5	7.4	14.4	14.4
Green Ratio (g/C)	0.23			0.21			0.36	0.36	0.36	0.36	0.36	0.36
Capacity (c), veh/h	414			375			120	686		563	686	643
Volume-to-Capacity Ratio (X)	0.900			0.861			0.000	0.000	0.000	0.059	0.757	0.757
Back of Queue (Q), ft/ln (90 th percentile)	282.8			215.6			0	0	0	15.6	257.4	246.8
Back of Queue (Q), veh/ln (90 th percentile)	11.3			8.6			0.0	0.0	0.0	0.6	10.3	9.9
Queue Storage Ratio (RQ) (90 th percentile)	0.00			0.00			0.00	0.00	0.00	0.31	0.00	0.00
Uniform Delay (d ₁), s/veh	22.3			23.0			0.0	0.0		17.1	16.9	16.9
Incremental Delay (d ₂), s/veh	27.7			15.6			0.0	0.0	0.0	0.2	8.1	8.6
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.0			38.5			0.0	0.0		17.3	24.9	25.4
Level of Service (LOS)	D			D					A	B	C	C
Approach Delay, s/veh / LOS	50.0	D		38.5	D			A		24.9	C	
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.1	A	1.0	A	1.0	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 13, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2025	Analysis Period	1> 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU...				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	87	69	392	371	571	184	175	258	8	280	820	179

Signal Information				Signal Timing (s)								Signal Phases				
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	14.0	25.0	13.0	22.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	Off	Red	0.0	0.0	0.0	0.0	0.0	0.0						

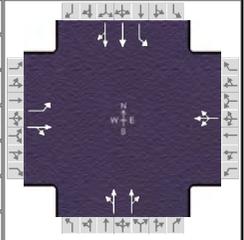
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		29.0	18.0	47.0		26.0	17.0	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.5	3.1	3.1
Queue Clearance Time (g _s), s			13.7			24.0	14.9	29.2
Green Extension Time (g _e), s		0.0	0.2	0.0		0.0	0.0	1.7
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.11

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		156	392	371	403	352	175	134	132	280	522	477
Adjusted Saturation Flow Rate (s), veh/h/ln		971	1100	1387	1500	1305	573	1500	1478	1429	1500	1371
Queue Service Time (g _s), s		10.3	14.1	11.7	17.3	17.4	11.8	6.6	6.7	12.9	27.2	27.2
Cycle Queue Clearance Time (g _c), s		11.9	14.1	11.7	17.3	17.4	22.0	6.6	6.7	12.9	27.2	27.2
Green Ratio (g/C)		0.28	0.28	0.16	0.48	0.48	0.24	0.24	0.24	0.41	0.43	0.43
Capacity (c), veh/h		332	612	431	717	624	155	367	361	479	650	594
Volume-to-Capacity Ratio (X)		0.470	0.641	0.861	0.562	0.565	1.129	0.364	0.366	0.585	0.803	0.803
Back of Queue (Q), ft/ln (85 th percentile)		126.1	152.1	172.6	217.1	196.6	558.9	98.1	97.4	158.1	335.6	313.4
Back of Queue (Q), veh/ln (85 th percentile)		5.0	6.1	6.9	8.7	7.9	22.4	3.9	3.9	6.3	13.4	12.5
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		27.4	28.5	37.1	16.8	16.8	42.1	28.2	28.2	20.0	22.2	22.2
Incremental Delay (d ₂), s/veh		4.8	5.2	13.4	3.2	3.7	308.4	0.2	0.2	1.3	7.0	7.7
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		32.2	33.7	50.4	20.0	20.5	350.6	28.4	28.4	21.2	29.2	29.9
Level of Service (LOS)		C	C	D	B	C	F	C	C	C	C	C
Approach Delay, s/veh / LOS	33.3	C		30.2	C		156.3	F		27.7	C	
Intersection Delay, s/veh / LOS			46.1						D			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	1.4 / A	1.4 / A	0.9 / A	1.5 / A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM FUT WO PROJ....				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	174	297	2	82	147	30	1	1029	117	22	747	114

Signal Information				Signal Timing and Phases												
Cycle, s	60.0	Reference Phase	6	Green			Yellow			Red			Phase Diagrams			
Offset, s	0	Reference Point	End	30.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

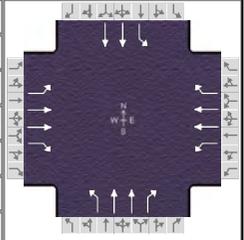
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		26.0		26.0		34.0		34.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		18.7		10.4				
Green Extension Time (g _e), s		1.8		1.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	174	298		252		614	507	0	0	417		
Adjusted Saturation Flow Rate (s), veh/h/ln	1173	1875		1409		1900	1567	511	1900	1765		
Queue Service Time (g _s), s	7.9	6.9		2.6		0.0	14.3	0.0	0.0	15.2		
Cycle Queue Clearance Time (g _c), s	16.7	6.9		8.4		15.0	14.3	0.0	0.0	15.2		
Green Ratio (g/C)	0.37	0.37		0.37		0.50	0.50	0.50	0.50	0.50		
Capacity (c), veh/h	406	733		630		964	746	120	904			
Volume-to-Capacity Ratio (X)	0.428	0.407		0.400		0.637	0.680	0.000	0.000	0.000		
Back of Queue (Q), ft/ln (85 th percentile)	85.7	104.5		89.7		212.8	189.6	0	0	0		
Back of Queue (Q), veh/ln (85 th percentile)	3.4	4.2		3.6		8.5	7.6	0.0	0.0	0.0		
Queue Storage Ratio (RQ) (85 th percentile)	0.57	0.00		0.00		0.00	0.00	0.00	0.00	0.00		
Uniform Delay (d ₁), s/veh	20.1	13.2		13.3		12.2	12.0	0.0	0.0			
Incremental Delay (d ₂), s/veh	0.3	0.1		0.2		3.3	5.1	0.0	0.0	0.0		
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	20.4	13.4		13.5		15.4	17.1	0.0	0.0			
Level of Service (LOS)	C	B		B		B	B			A		
Approach Delay, s/veh / LOS	16.0	B		13.5	B	16.2	B			A		
Intersection Delay, s/veh / LOS	12.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.3	A	0.9	A	1.4	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 11, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM FUT WO PROJ.xus				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	19	500	239	94	441	78	252	1016	129	78	650	

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	60.0	Reference Phase	6														
Offset, s	0	Reference Point	End	Green	0.0	8.3	12.7	12.8	10.2	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0							

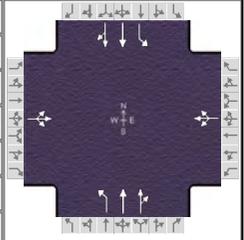
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.8		14.2	12.3	29.0	0.0	16.7
Change Period, (Y+R _c), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g _s), s		11.8		8.9	8.0			
Green Extension Time (g _e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.77		0.02	0.04			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	19	500	183	94	441	60	252	1016	99	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1064	1810	1809	1238	1810	1809	1498	1810	1798	
Queue Service Time (g _s), s	0.5	7.6	9.8	2.7	6.9	2.5	6.0	13.7	2.5	0.0	0.0	
Cycle Queue Clearance Time (g _c), s	0.5	7.6	9.8	2.7	6.9	2.5	6.0	13.7	2.5	0.0	0.0	
Green Ratio (g/C)	0.21	0.21	0.21	0.17	0.17	0.17	0.38	0.42	0.42		0.21	
Capacity (c), veh/h	386	772	227	306	613	210	676	1509	625	3	763	
Volume-to-Capacity Ratio (X)	0.049	0.647	0.805	0.307	0.720	0.286	0.373	0.673	0.158	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	8.7	118.3	116.8	48.7	111.7	31.1	90.5	188.4	35.7	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	4.7	4.7	1.9	4.5	1.2	3.6	7.5	1.4	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	18.8	21.5	22.4	21.8	23.6	21.8	13.3	14.2	10.9	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.0	0.5	11.0	0.2	0.6	0.3	0.1	2.4	0.5	0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	18.8	22.0	33.4	22.0	24.2	22.0	13.4	16.6	11.5	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.9		C	23.6		C	15.7		B	0.0		
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.1	A	1.0	A	1.6	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 13, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM FUTURE WO P...				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	219	292	75	38	152	53	82	874	53	30	504	99

Signal Information				Signal Timing and Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									

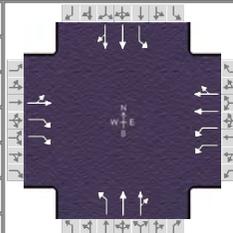
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		24.0		13.7		22.3		22.3
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		20.5		9.5				
Green Extension Time (g _e), s		0.0		0.3		0.0		0.0
Phase Call Probability		1.00		0.98				
Max Out Probability		1.00		0.01				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	574			232			82	464	452	0	0	293
Adjusted Saturation Flow Rate (s), veh/h/ln	1818			1785			1715	1900	1847	619	1900	1780
Queue Service Time (g _s), s	18.5			7.5			2.6	13.5	13.5	0.0	0.0	10.0
Cycle Queue Clearance Time (g _c), s	18.5			7.5			12.6	13.5	13.5	0.0	0.0	10.0
Green Ratio (g/C)	0.33			0.16			0.31	0.31	0.31	0.31	0.31	0.31
Capacity (c), veh/h	606			287			357	581	565	120	581	
Volume-to-Capacity Ratio (X)	0.947			0.808			0.230	0.799	0.799	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	407.3			122.2			50.4	247.6	243.3	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	16.3			4.9			2.0	9.9	9.7	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.84	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	19.5			24.3			23.4	19.1	19.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	35.1			2.1			1.5	12.0	12.3	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.5			26.4			24.9	31.1	31.4	0.0	0.0	
Level of Service (LOS)	D			C			C	C	C			A
Approach Delay, s/veh / LOS	54.5	D		26.4	C		30.7	C				A
Intersection Delay, s/veh / LOS	32.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.4	A	0.9	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 13, 2023	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A...	Analysis Year	2025	Analysis Period	1> 7:00		
Intersection	HILLHURST AV/VIRGIL...	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU...				
Project Description	FUTURE WO PROJ						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	124	108	691	216	460	274	230	532	31	189	693	167

Signal Information														
Cycle, s	85.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.7	25.3	9.3	25.7	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		29.3	12.7	42.0		29.7	13.3	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.9	3.1	3.1
Queue Clearance Time (g _s), s			8.4			27.7	9.3	22.1
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.7
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.58	0.00

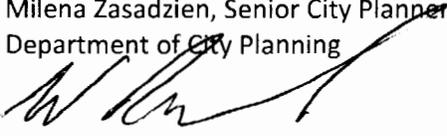
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		232	691	216	395	339	230	284	279	189	455	405
Adjusted Saturation Flow Rate (s), veh/h/ln		904	1105	1387	1500	1278	653	1500	1471	1429	1500	1335
Queue Service Time (g _s), s		16.7	25.3	6.4	16.8	17.0	18.9	13.8	13.9	7.3	20.0	20.1
Cycle Queue Clearance Time (g _c), s		21.0	25.3	6.4	16.8	17.0	25.7	13.8	13.9	7.3	20.0	20.1
Green Ratio (g/C)		0.30	0.30	0.10	0.45	0.45	0.30	0.30	0.30	0.44	0.46	0.46
Capacity (c), veh/h		334	658	283	671	572	230	453	444	360	688	612
Volume-to-Capacity Ratio (X)		0.694	1.049	0.762	0.589	0.593	1.000	0.627	0.629	0.525	0.661	0.662
Back of Queue (Q), ft/ln (85 th percentile)		193.8	580.7	93.1	214.7	192.7	399.1	181.4	179.3	95.6	234.3	213.9
Back of Queue (Q), veh/ln (85 th percentile)		7.8	23.2	3.7	8.6	7.7	16.0	7.3	7.2	3.8	9.4	8.6
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		28.8	29.8	37.2	17.6	17.7	36.5	25.6	25.6	17.5	17.9	17.9
Incremental Delay (d ₂), s/veh		11.9	129.0	1.6	3.8	4.6	119.1	2.1	2.2	0.4	1.9	2.2
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		40.7	158.9	38.8	21.4	22.2	155.6	27.6	27.7	18.0	19.8	20.0
Level of Service (LOS)		D	F	D	C	C	F	C	C	B	B	C
Approach Delay, s/veh / LOS	129.2	F		25.7	C		64.8	E		19.6	B	
Intersection Delay, s/veh / LOS			58.0						E			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	2.0 / B	1.3 / A	1.1 / A	1.4 / A

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning


From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT
LOCATED AT 1666 NORTH VERMONT AVENUE (ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements

The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been 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 Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

4. Worksite Traffic Control Requirements

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 truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

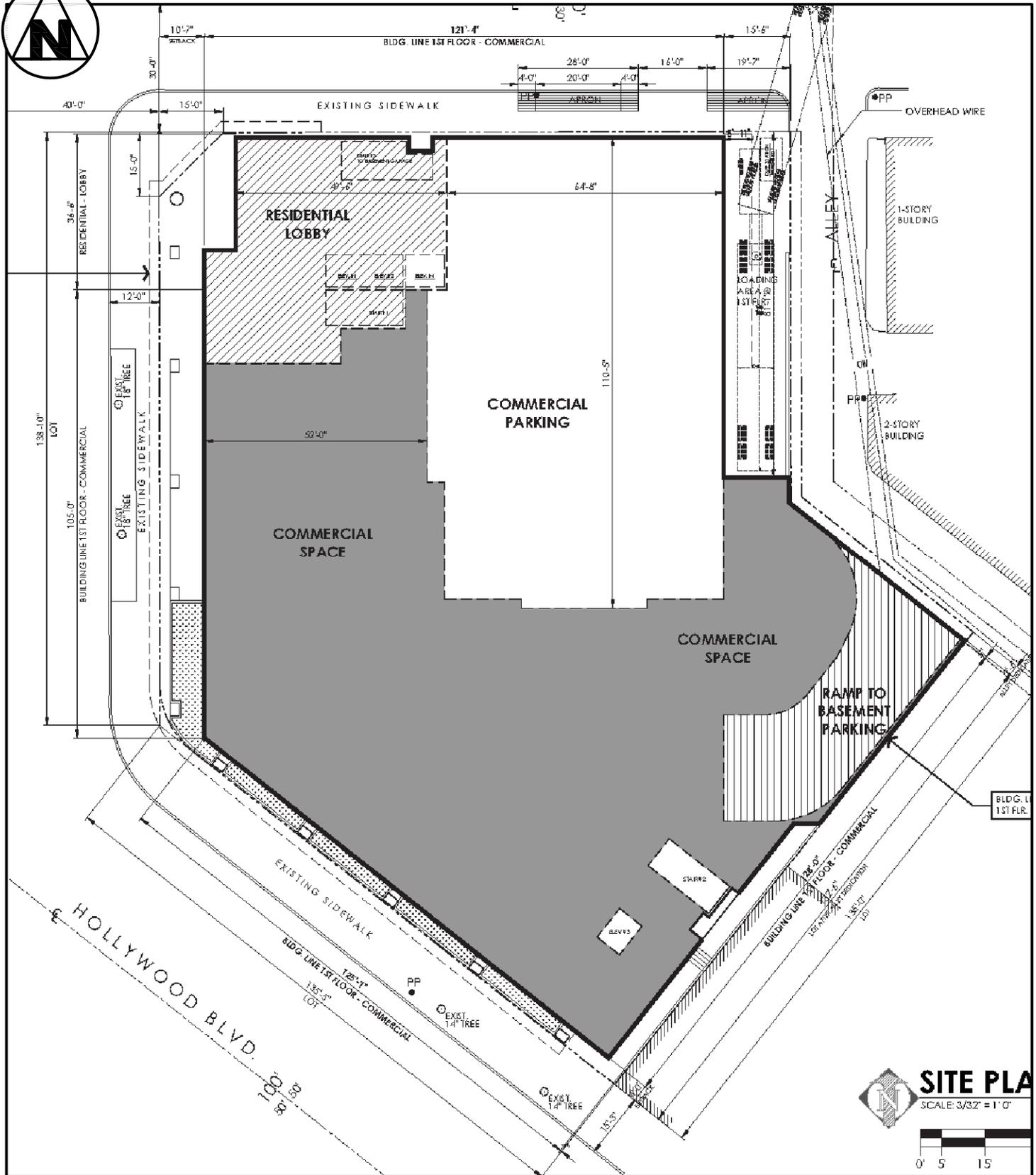
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

J:\Letters\2020\CEN19-48526_1666 N Vermont Ave_mu_vmt_itr.docx

c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.



Daryoush SAFA AIA Architect

Figure 2A

12/2019

**PROJECT SITE PLAN
WITH DRIVEWAY LOCATIONS**



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



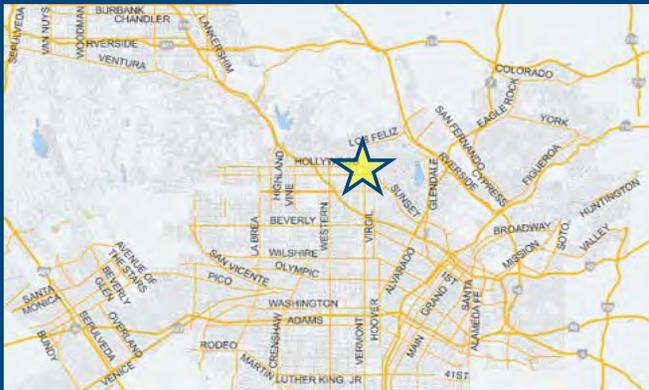
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	0.3	ksf
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	0	Percent
(custom) Car Wash NHB-Production Split	22	Percent
(custom) Car Wash Daily	0	Residents
(custom) Car Wash Daily	10	Employees
(custom) Car Wash Daily		Nbn-Retail

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	13.96	ksf
Housing Multi-Family	123	DU
Retail Supermarket	13.96	ksf
Housing Affordable Housing - Family	16	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
131 Daily Vehicle Trips	1,536 Daily Vehicle Trips
862 Daily VMT	9,984 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,405 Net Daily Trips
The net increase in daily VMT ≤ 0	9,122 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.960 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

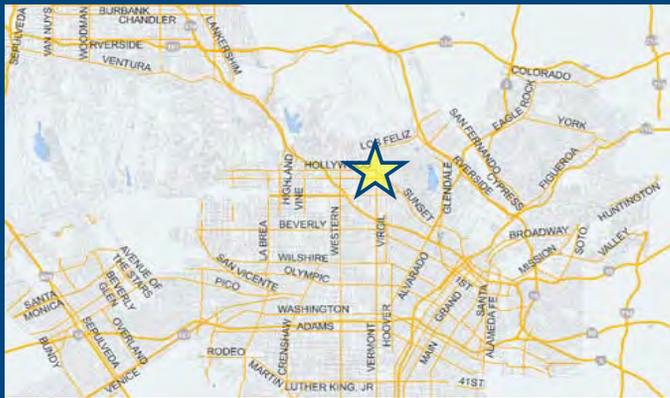


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Retail Supermarket	13.96	kSF
Housing Affordable Housing - Family	16	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,271 Daily Vehicle Trips	1,271 Daily Vehicle Trips
8,258 Daily VMT	8,258 Daily VMT
5.9 Household VMT per Capita	5.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	123	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	16	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	Supermarket	13.960	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Analysis Results			
Total Employees: 56			
Total Population: 327			
Proposed Project		With Mitigation	
1,271	Daily Vehicle Trips	1,271	Daily Vehicle Trips
8,258	Daily VMT	8,258	Daily VMT
5.9	Household VMT per Capita	5.9	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	220	220
		Actual parking provision (spaces)	128	128
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	18%	18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	187	-35.3%	121	8.8	1,646	1,065
Home Based Other Production	501	-40.7%	297	5.5	2,756	1,634
Non-Home Based Other Production	313	-13.7%	270	7.6	2,379	2,052
Home-Based Work Attraction	81	-39.5%	49	8.4	680	412
Home-Based Other Attraction	810	-40.2%	484	5.6	4,536	2,710
Non-Home Based Other Attraction	364	-13.5%	315	6.7	2,439	2,111

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	86	759	-28.7%	86	759
Home Based Other Production	-28.7%	212	1,165	-28.7%	212	1,165
Non-Home Based Other Production	-13.0%	235	1,784	-13.0%	235	1,784
Home-Based Work Attraction	-13.0%	43	358	-13.0%	43	358
Home-Based Other Attraction	-13.0%	421	2,356	-13.0%	421	2,356
Non-Home Based Other Attraction	-13.0%	274	1,836	-13.0%	274	1,836

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 56

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,924	1,924
<i>Total Home Based Work Attraction VMT</i>	358	358
<i>Total Home Based VMT Per Capita</i>	5.9	5.9
<i>Total Work Based VMT Per Employee</i>	N/A	N/A



Table 4
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing (Dec. 2019)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B
		PM	11.7	B	12.4	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C
		PM	18.8	B	18.8	B
3	Hillhurst Avenue & Prospect Avenue &	AM	18.0	B	18.9	B
		PM	20.7	C	21.8	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C
		PM	29.7	C	30.0	C

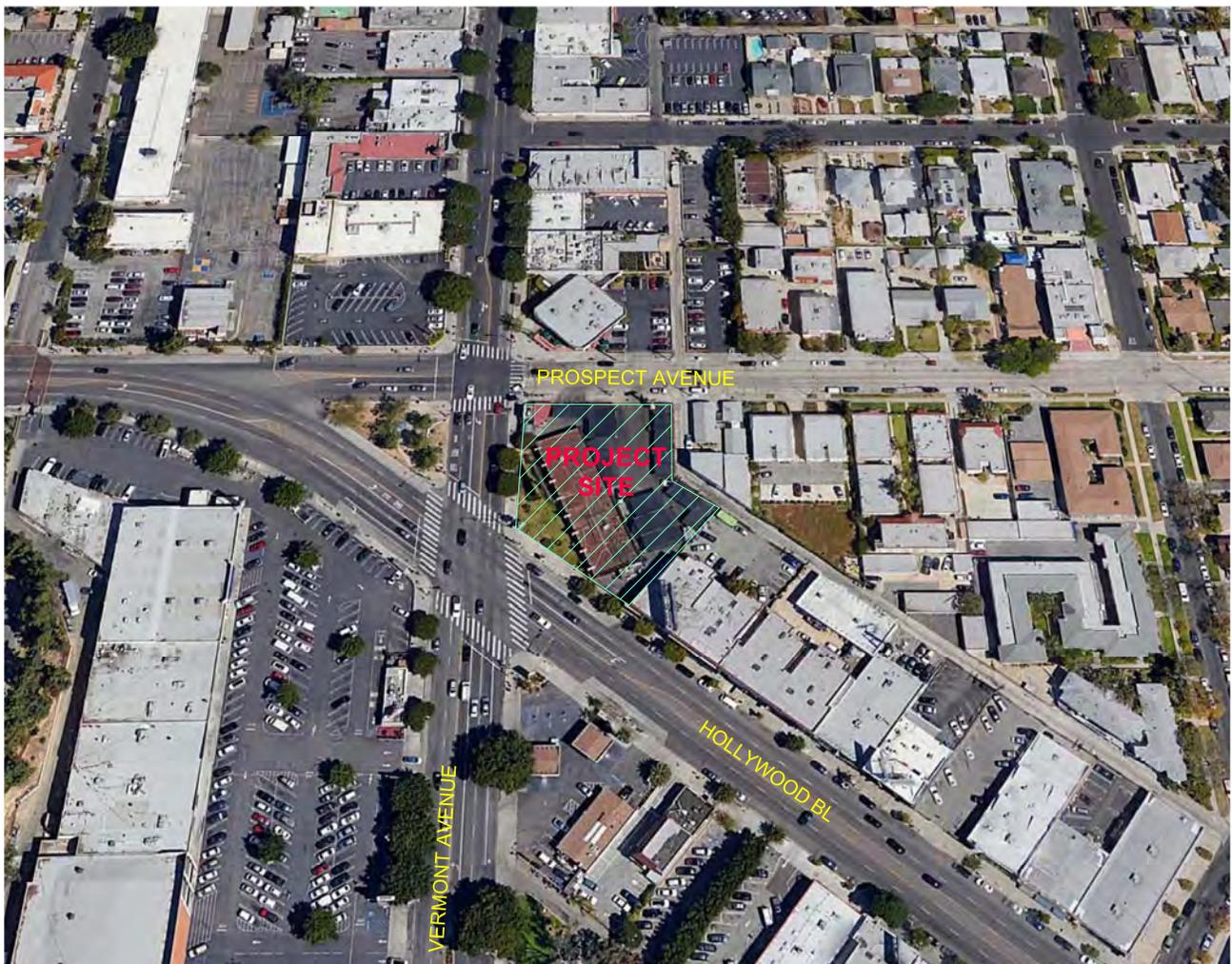
Table 5
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2022) Without Project		Future (2022) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.4	B	11.1	B
		PM	12.6	B	13.6	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.6	C	20.6	C
		PM	19.4	B	19.5	B
3	Hillhurst Avenue & Prospect Avenue &	AM	27.0	C	27.8	C
		PM	26.0	C	27.5	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	39.9	D	41.8	D
		PM	44.9	D	47.6	D

s = seconds

TRAFFIC ASSESSMENT FOR 1666 NORTH VERMONT AVENUE MIXED-USE PROJECT

Located at
Southeast Corner of Vermont Avenue & Prospect Avenue
in the City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

Update: June 2020
January 2020

TRANSPORTATION ASSESSMENT
FOR VERMONT HOLLYWOOD MIXED – USE PROJECT
(LADOT - CEN 19-48526)
(DIR-2019-6738-SPPA-SPP-TOC-SPR, ENV-2019-6739-EAF)

Located at 1666 N. Vermont Avenue
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
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Updated June 2020
January 2020



EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project located at 1666 N. Vermont Avenue in the Hollywood Community Plan Area, see Figure 1 for the project location.

Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State’s California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non-CEQA analysis and review for projects. The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address potentially identified deficiencies lies in the City of Los Angeles’ Site Plan Review authority as established in the Los Angeles Municipal Code (LAMC).

Project Description

The project is located at 1666 N. Vermont Avenue (southeast corner of Prospect Avenue and Vermont Avenue) in the Hollywood Community Plan area of Los Angeles. The project



Figure 1

6/2019

PROJECT LOCATION



Overland Traffic Consultants, Inc.

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has frontage along Prospect Avenue to the north, Vermont Avenue to the west, Hollywood Boulevard to the south, an alley to the east and a neighboring business to the southeast. The lot is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel.

A 7–story mixed–use building is proposed with 139 residential apartment units of which 16 units are extremely low-income affordable units and 13,960 square feet of ground floor commercial (a grocery store is planned). All existing structures and surface parking lot will be removed.

Parking and Access

The project will provide 128 automotive parking spaces (28 parking spaces for the commercial and 100 parking spaces for the residential units). Parking will be provided on the first floor and P1 garage basement for the commercial land use and three subterranean levels (P1, P2 and P3) levels for the residents. A total of 89 bike parking spaces are proposed with 70 long term bicycle parking spaces and 19 short term parking spaces.

One driveway on Prospect Avenue is proposed with access to/from the commercial parking area. A second driveway is proposed from the alley along the east side of the project site to/from the residents parking areas. This alley extends from Prospect Avenue at the north to Rodney Drive at the southeast.

Findings

Based on the following review of the new CEQA guidelines, no CEQA VMT impacts or significant circulation and access (non-CEQA) deficiencies were identified for the project. Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.



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CHAPTER 1

INTRODUCTION

The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the mixed-use project.

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips, is a transportation project that is likely to induce additional VMT, reduce roadway through lane capacity on a street that exceeds 750 vehicles per hour for at least 2 consecutive hours in a 24-hour period after the transportation project is completed or if a transportation assessment is required by City Ordinance or regulation will be required to prepare a transportation assessment. The proposed project is a development project (not a transportation project) and generates more than 250 daily vehicle trips. A VMT assessment is required.

CEQA Review - LADOT has developed a program to calculate VMT for new land development projects. The VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee for new development projects. The VMT program also calculates VMT reductions for transportation demand management (TDM) strategies.

NON - CEQA - The non-CEQA analysis for the circulation and access review evaluates traffic conditions at nearby intersections for existing and future traffic conditions. Intersection traffic conditions most likely to be affected by the development of the project are listed on the following page:



1. Prospect Avenue and Vermont Avenue;
2. Prospect Avenue and Hillhurst Avenue;
3. Hollywood Boulevard and Vermont Avenue; and,
4. Hollywood Boulevard/Sunset Boulevard/Sunset Drive and Hillhurst Avenue/Virgil Avenue.

In addition, potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects.



CHAPTER 2

PROJECT DESCRIPTION

Project Description

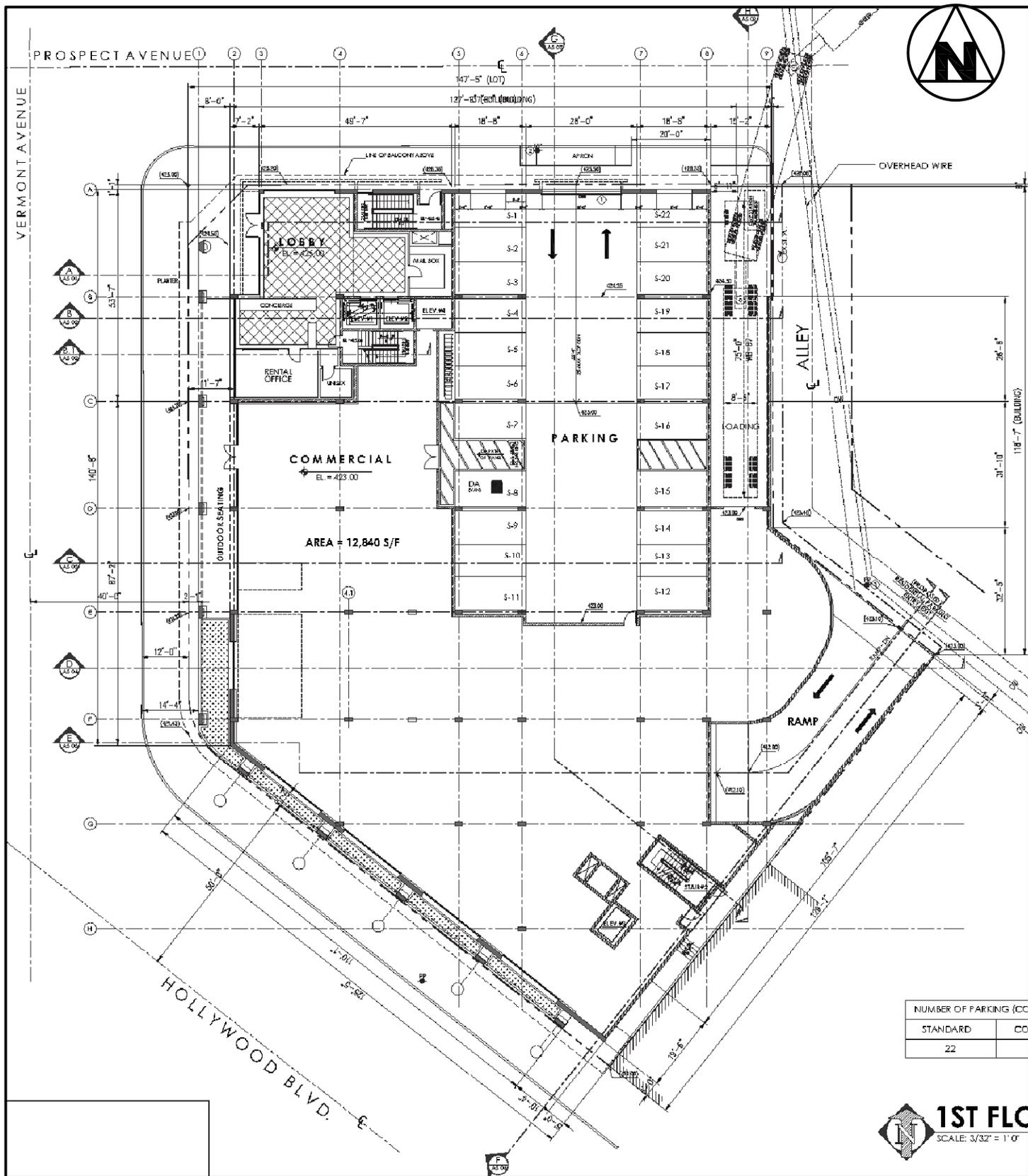
The project to be analyzed is located at 1666 N Vermont Avenue (southeast corner of Prospect Avenue and Vermont Avenue) in the Hollywood Community Plan area of Los Angeles. The land area is approximately 29,418 square feet in size after a proposed vacation area of 1,412 square feet. The project has frontage along Prospect Avenue to the north, Vermont Avenue to the west, Hollywood Boulevard to the south, an alley to the east and a neighboring commercial property to the southeast. The lot is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel.

A 7-story mixed-use building is proposed with 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial where a grocery store is currently planned. All existing structures and surface parking lot will be removed.

Parking and Access

The project will provide 128 automotive parking spaces (28 parking spaces for the commercial and 100 parking spaces for the residential units). Parking will be provided on the first floor and P1 garage basement for the commercial land use and three subterranean levels (P1, P2 and P3) levels predominately for the residents. A loading dock will be provided from Prospect Avenue along the east end of the site adjacent to the alley. A total of 89 bike parking spaces are proposed. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room, 10 short term spaces for the commercial land use in the garage, and 9 short term spaces as part of the streetscape are planned.

One driveway on Prospect Avenue is proposed with access to/from the commercial parking area. As noted above, the loading dock access will be provided from Prospect Avenue adjacent to the commercial driveway and alley. A second driveway is proposed from the alley along the east side of the project site to/from the residents parking areas and eleven commercial parking spaces. This alley extends from Prospect Avenue at the north to Rodney Drive at the southeast. Figures 2a and 2b illustrate the project site plan and parking levels.



Daryoush SAFA AIA Architect

Figure 2B

12/2019

FIRST FLOOR LEVEL PLAN

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CHAPTER 3

PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

The Project is evaluated using two processes as required by the LADOT TAG, July 2019. The determination of potential traffic impacts and a potential traffic deficiency uses trip generation rates (number of trips generated) and VMT (measure of the amount of travel for all vehicles in a geographic region over a given period). For this study, as required by LADOT, the trip generation is used to determine how many trips are generated by a land use development to determine if a project exceeds established thresholds that require VMT analysis and for use, if needed, in estimating potential intersection and driveway deficiencies. The City of Los Angeles has prepared a VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee metrics for land use development projects. This section (Chapter 3) provides trip generation estimates. Chapter 4 estimates Project VMT.

Traffic generating characteristics of many land uses have been surveyed by the Institute of Transportation Engineers (ITE) and published in a handbook titled Trip Generation Manual, 10th Edition. This publication of traffic generation data is the industry standard for estimating traffic for different land uses. In addition, LADOT has adopted traffic rates for affordable apartments.

Table 1
Traffic Generation Rates

ITE Code	Description	Daily	1 Peak Hour		PM Peak Hour			
		Traffic	In	Out	Total	In	Out	Total
221	Residential (Mid Rise)	5.44	26%	74%	0.36	61%	39%	0.44
	Affordable Family Residential *	4.16	37%	63%	0.49	56%	44%	0.35
850	Grocery Store	106.78	60%	40%	3.82	51%	49%	9.24
932	High Turnover Restaurant	112.18	55%	45%	9.94	62%	38%	9.77
949	Car Wash	156.20	63%	37%	8.60	49%	51%	13.60

* LADOT Affordable family rates, Project is within Transit Priority Area
Rates are per unit for residential, per sf for grocery & restaurant, and per bay for car wash



The ITE trip generation rates are estimated without regard for the nature of the project's vicinity in terms of transit and walking or interaction with traffic on the surrounding roadways. Considering the multiple transit opportunities, including a red line Metro Station within less than ¼ mile walking distance, and walkability in the area, it is anticipated that some residents and retail customers and employees will choose alternative modes of transportation to single occupant vehicles. A 15% estimate of transit use was approved by LADOT and incorporated into the analysis.

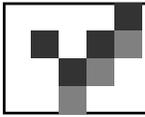
Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established pass-by credits for several land uses. Based on LADOT TAG, July 2019, a 40% reduction has been incorporated into the analysis for the grocery store as approved by LADOT. This reduction is not taken at the adjacent intersection or driveways because drivers will need to make turning movements to access the site as required by LADOT.

Table 2 contains the project trip generation estimates using the Table 1 trip generation rates. The project trip generation using the ITE trip generation data is estimated at 1,170 net daily trips with 55 morning and 99 afternoon peak hour trips, as shown by the trip rates provided in Table 1 and trip generation in Table 2.



Table 2
Estimated Project Traffic Generation

ITE Code	PROJECT TRIPS Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Residential									
221	Residential Mid Rise	123 units	669	12	32	44	33	21	54
	Transit/Mult-Modal	15%	(100)	(2)	(5)	(7)	(5)	(3)	(8)
	Subtotal Residential Mid Rise		569	10	27	37	28	18	46
	ELI Residential*	16 units	67	2	4	6	3	3	6
	Transit/Mult-Modal	15%	(10)	(0)	(1)	(1)	(1)	(0)	(1)
	Subtotal ELI Residential		57	2	3	5	2	3	5
	SUBTOTAL Residential		626	12	30	42	30	21	51
Commercial									
850	Grocery Store	13,960 sf	1,491	32	21	53	66	63	129
	Internal	5%	(75)	(2)	(1)	(3)	(3)	(3)	(6)
	Transit/Mult-Modal	15%	(212)	(5)	(3)	(8)	(9)	(9)	(18)
	Pass-By	40%	(481)	(10)	(7)	(17)	(22)	(20)	(42)
	SUBTOTAL Grocery Store		723	15	10	25	32	31	63
	SUBTOTAL PROPOSED		1,349	27	40	67	62	52	114
Existing to be Removed									
949	Car Wash	1 bay	156	6	3	9	7	7	14
932	Restaurant	300 sf	34	2	1	3	1	0	1
	Transit/Mult-Modal	15%	(5)	(0)	(0)	(0)	(0)	(0)	(0)
	Pass-By	20%	(6)	(0)	(0)	0	(0)	(0)	(0)
	SUBTOTAL Restaurant		23	2	1	3	1	0	1
	SUBTOTAL EXISTING		179	8	4	12	8	7	15
NET NEW TRIPS TOTAL			1,170	19	36	55	54	45	99



CHAPTER 4

CEQA TRANSPORTATION ASSESSMENT

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the screening criteria and updated environmental checklist questions.

Screening Criteria

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

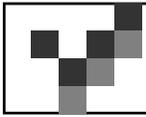
1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes (without credits for project components such as internal or transit trips), the proposed project will generate 1,405 net vehicle trips without any TDM strategies. See Appendix F for VMT Worksheets.

1.2. Is the project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 2-foot, 6-inch dedication and widening would be required along the alley. One driveway will be closed on Prospect Avenue. The second Prospect Avenue driveway (near the easterly property line) will have a driveway apron used for commercial access with adjacent loading dock access. No additional dedication or street widening is required for Prospect Avenue, Vermont Avenue or Hollywood Boulevard.

1.3 Is the project on a lot that is ½ acre (21,750 square feet) or more in total gross



area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) with 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

Yes, The site is over ½ acre with approximately 0.68 acres (29,418 square feet). **Yes**, 250 linear feet or more of project frontage is along an Avenue or Boulevard. The project frontage of Prospect Avenue is designated as a local street which is not applicable, Hollywood Boulevard is designated an Avenue I roadway, and Vermont is designated as a Modified Avenue II Mobility Plan 2035. The project's Hollywood Boulevard frontage is approximately 130 feet in length and 170 feet in length along Vermont Avenue. A total of 300 feet of project frontage is along an Avenue as designated in the Mobility Plan 2035.

Based on the Screening Criteria, a full VMT analysis is required.

- I. **Environmental Checklist Threshold T - 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

The City has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The goals are to achieve a safe, assessible and sustainable transportation system for vehicles, pedestrians, and cyclists.

Screening Criteria for Threshold T – 1

A project that generally conforms with and does not obstruct the City's development policies will be generally considered consistent. A list of these element standards has been provided in the LADOT TAG. In addition, the City has provided a list of questions that are to be answered yes or no to determine a conflict. The applicant is requested to review the relevant policies and programs to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.



If a vacation of public right-of-way or relief from required street dedication is sought as part of the project, an assessment is required as to whether the right-of-way is necessary to serve a long-term mobility needed.

CEQA Threshold T - 1 Finding

The listed City documents that establish the regulatory framework and questions to determine project applicability to plans, policies and programs is provided in Appendix G with the VMT Calculation sheets. It has been found that the construction of the proposed Project is within conformance and consistent with standards adopted City's transportation plans and policies for all travel modes. The Project will not preclude the City's implementation of any adopted policy and/or program.

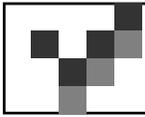
The project roadways identified in the Complete Streets Mobility Networks are identified on pages 20-23 of this report.

No street dedications are required along Prospect Avenue, Hollywood Boulevard or Vermont Avenue. A 2-foot, 6-inch widening of the alley will be required and implemented.

Vermont Avenue is identified as a High Injury Network roadway in the Mobility Plan 2035. Currently this roadway has continental crosswalks for greater pedestrian visibility along the north and south legs of Vermont at Prospect Avenue and north and south legs of Hollywood Boulevard.

The project is along the corner of Prospect Avenue, Vermont Avenue and Hollywood Boulevard. There will be no driveways on Vermont Avenue or Hollywood Boulevard. One driveway is proposed on Prospect Avenue near the eastern property line away from the intersection.

A vacation of public right-of-way is proposed on the south side of the Project site. This vacation is land that is currently not used by the public and not needed for future roadway plans. This proposed vacation is being processed through a separate request.



- II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)(1)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

Screening Criteria for Threshold T - 2.1

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 1,405 net vehicle trips without any TDM strategies that are part of the project.

2.1-2. Would the project generate a net increase in daily VMT?

Yes, Using the VMT calculator version 1.2, the new mixed-use project would generate a net increase of 9,122 additional household VMT. TDM strategies are not considered in the VMT Project screening criteria. Appendix G contains the VMT reports.

If the Project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

No, the project proposes 13,960 square feet of commercial grocery store.

Would the Project be located within a one-half mile of a fixed-rail or fixed guideway transit station replace an existing number of residential uses with a smaller number of residential uses.

The project is approximately 1,000 feet (less than ¼ mile) of the Vermont /Sunset Metro Red Line station but **will not** replace residential uses with a smaller number of residential uses. The current land uses on the site are a commercial car wash and restaurant.

There are no existing residential land uses and the site.

CEQA Threshold T - 2.1 Finding

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area



Planning Commission (APC) sub-areas. The project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

This project is in the Central APC sub-area which limits daily household VMT per capita to a threshold of 6.0 and a daily work VMT per employee threshold of 7.6 (15% below the existing VMT for the Central APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 s.f.) local serving retail (including grocery store)/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed-use project. Therefore, only the project's residential daily household VMT per capita is considered for the Central APC threshold criteria.

Results of the proposed project's VMT calculation shows a daily household VMT per capita value of 5.9 (below the Central threshold value of 6.0).

Note that the daily household VMT per capita is determined by the home - based production VMT from the MXD model combined with selected TDM strategies that are part of the project. This VMT is then divided by the number of people living within the project to get the VMT per capita value.

This project includes TDM measures that reduce VMT. The unbundled parking, the reduced parking supply and bike parking features are regulatory compliance measures under the TOC Program and Zoning Code. The TDM measures that are part of the project are:

Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost

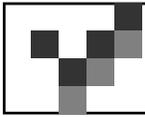
from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of \$150 per month and paid by the vehicle owners/drivers.

Reduced Parking Supply - This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Reductions in parking supply could also include reductions in parking requirements due to variances sought by a project. This strategy is appropriate for use in all land-use contexts and all types of development and applies to all trip types. Application LAMC required parking would necessitate 192 residential parking spaces (52 units with less than 3 habitable room X 1 space per unit + 67 units with 3 habitable room X 1.5 space per unit + 19 units with more than 3 habitable room X 2.0 spaces per unit). Application of SNAP for the commercial portion of the development would require 28 commercial spaces (13,960 square feet X 1 space per 500 square feet). A combined total of 220 spaces would be required. However, application of Tier 4 TOC Base Incentives requires no residential parking spaces. The project proposes a total of 128 parking spaces with 100 residential parking spaces and 28 commercial parking spaces.

Bike Parking - Projects providing short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure. Based on the above VMT analysis, the proposed project would not exceed the City's VMT Threshold and does not conflict with, nor would it be inconsistent with, CEQA Guidelines Section 15064.3 subdivision (b).

Screening Criteria for Threshold T - 2.2

Would the project include the addition of through traffic lanes on existing or new highways including general purpose lanes, high-occupancy vehicle lanes, peak period lanes,



auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

If the answer is no, further analysis is not required for Threshold T-2.2

CEQA Threshold T - 2.2 Finding

No, the project will include the addition of any traffic lanes.

- III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

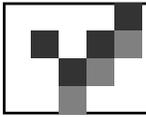
Screening Criteria for Threshold T- 3.1

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, Currently, there are no driveways to/from the site from the alley. The project is proposing one new driveway off the alley along the east side of the site. Currently the site has two driveways on Prospect Avenue. The project will close one driveway and retain the second (more easterly driveway) on Prospect Avenue. No project driveways exist or are proposed on Vermont Avenue or Hollywood Boulevard.

3.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 2-foot, 6-inch dedication and widening would be required for the alley adjacent to the project site. No additional



dedication or street widening is required for Prospect Avenue, Vermont Avenue or Hollywood Boulevard.

CEQA Threshold T - 3.1 Finding

The project does not involve any design features that are unusual for the area or any incompatible uses. Changes to the site access by moving one driveway from Prospect Avenue to the alley which will improve roadway conditions and no deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The proposed alley dedication will increase alley width from 15 to 17.5 feet providing for an improved and safer driving environment if the 2-foot, 6-inch widening of the alley is not required.
2. The project is removing one existing driveway from Prospect Avenue and providing a driveway from an existing alley, thereby improving street movement of vehicles and pedestrians.
3. No new driveways will be introduced on Vermont Avenue, a Modified Avenue II and designated as part of the High Injury Network System or Hollywood Boulevard, an Avenue I roadway and designated as part of the City of Los Angeles High Injury Network System.
4. The site is a corner lot and the proposed access is proposed from an alley and from Prospect Avenue, a local street, and placed as far as possible from the Vermont Avenue and Prospect Avenue intersection.



CHAPTER 5

NON - CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non - CEQA assessment.

Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

ENVIRONMENTAL SETTING

Land Use

The project is in the Hollywood Community Plan area which consists of areas for residential, commercial, industrial, open space and public facilities. The Hollywood Community Plan area is generally bounded by Mulholland Drive and the Ventura Freeway to the north, Golden State Freeway, Hyperion and Virgil Avenue to the east, Melrose Avenue and Rosewood Avenue to the south and Sweetzer Avenue, La Cienega Boulevard, La Brea Avenue, Crescent Heights, Doheny Drive, and Laurel Canyon Boulevard to the west. The Hollywood Community Plan area contains three Specific Plan Areas including Hollywoodland, Mulholland Parkway Scenic Corridor and the Vermont / Western TOD. The proposed project lies in the Vermont / Western TOD Specific Plan area. Map of the community plan is provided in Appendix B.

Figure 3 illustrates the environmental setting near the project site

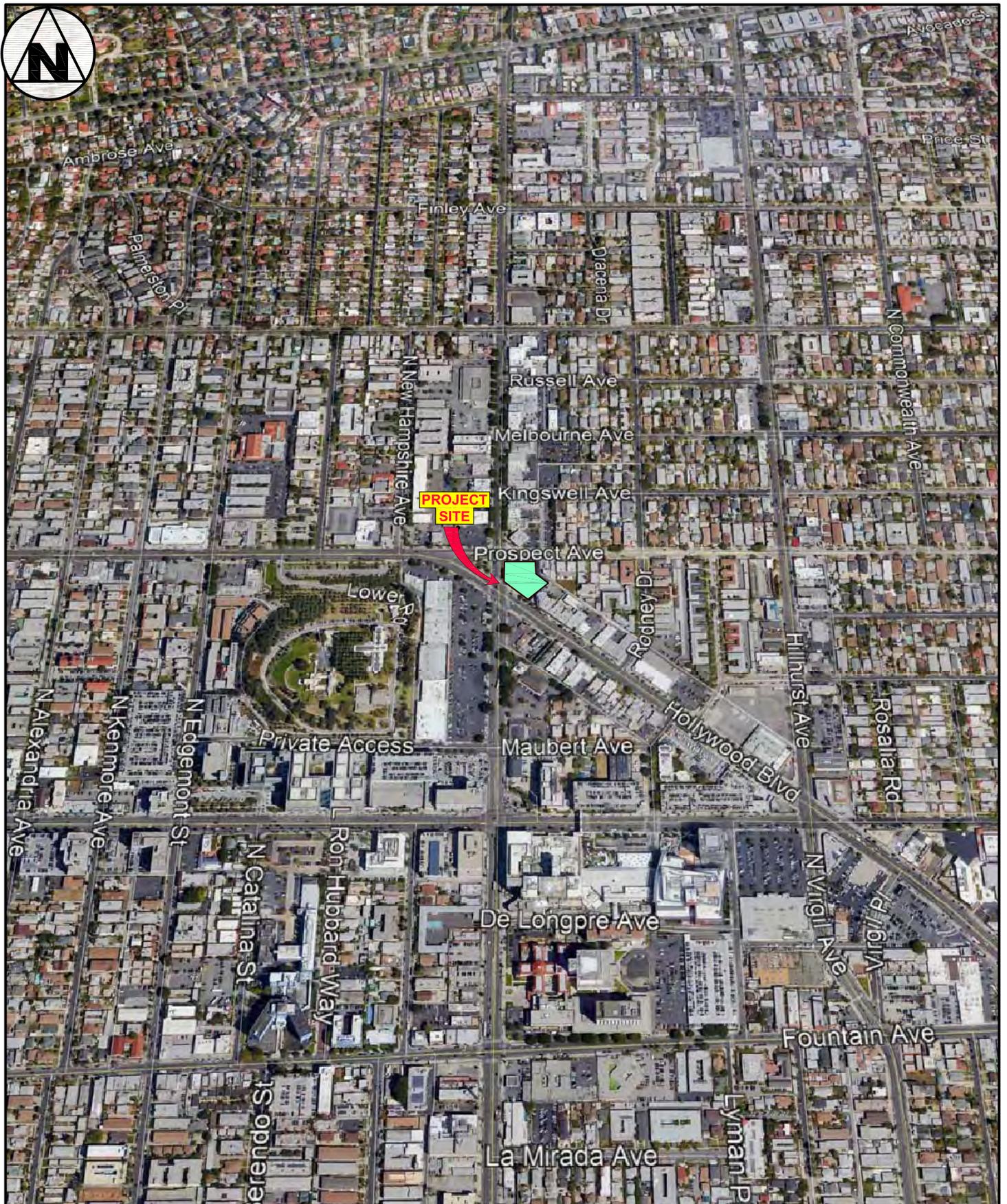


Figure 3

6/2019

PROJECT SETTING



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



Transportation Facilities

Regional access to the study area is provided by the Hollywood Freeway (SR-101) which is located approximately 1.4 mile to the west and 1.5 to the south of the project site with access to and from Hollywood Boulevard (east of the site) and Vermont Avenue (south of the site). The Golden State Freeway (I-5) is located approximately 2 miles northeast of the project site with access via Vermont Avenue to Los Feliz Boulevard. The Hollywood Freeway carries approximately 217,000 vehicles per day (VPD) at Hollywood Boulevard and up to 254,000 VPD at Vermont Avenue. The Golden State Freeway carries approximately 224,000 VPD at Los Feliz Boulevard.

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C contains the City of Los Angeles street standards, network maps and recent photos of the study intersections.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right-of-way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right-of-way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right-of-way width of 66 feet and a roadway width of 40 feet; and the standard for a local street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Vermont Avenue is a north-south roadway designated as a Modified Avenue II along the project frontage in the Mobility Plan 2035. Vermont Avenue changes to an Avenue I south



of Hollywood Boulevard south of the project site. A Modified Avenue II requires a 56-foot roadway on an 80-foot right-of-way (28-foot half roadway and 40-foot half right-of-way). Vermont Avenue is currently providing a 40-foot half right-of-way with two lanes in each direction. Vermont Avenue provides the west boundary of the project site. According to the Mobility Plan street standards for Vermont Avenue, no additional dedication will be required. Vermont Avenue is identified as part of the City High Injury Network (as identified in the CEQA Analysis T-1 on pages 10-11 and Non-CEQA analysis on page 27) along the project frontage. Currently there are continental crosswalks (cross hatch) for greater pedestrian visibility along the north and south legs of Vermont Avenue at Prospect Avenue and north and south legs of Hollywood Boulevard.

Hollywood Boulevard is a predominately east-west roadway that transitions to a northwest to southeast roadway immediately west of the project site. Hollywood Boulevard is designated as an Avenue I in the Mobility Plan 2035 which requires a 70-foot roadway on a 100-foot right-of-way (35-foot half roadway and 50-foot half right-of-way). Hollywood Boulevard is currently providing a 50-foot half right-of way with two lanes in each direction. Hollywood Boulevard provides the southern boundary of the project site. According to the Mobility Plan street standards for Hollywood Boulevard, no additional dedication will be required.

Hollywood Boulevard is identified as part of the City High Injury Network along the project frontage. Currently there are continental crosswalks (cross hatch) for greater visibility along the east and west legs of Hollywood Boulevard at Vermont Avenue.

Prospect Avenue is an east-west roadway designated as a local street east of Vermont Avenue in the Mobility Plan 2035. A local street requires a 36-foot roadway within a 60-foot right-of-way (18-foot half roadway and 30-foot half right-of-way). Prospect Avenue is currently providing a 62-foot right-of-way with one lane in each direction along the project frontage. Prospect Avenue creates the northern boundary of the project site. According to the Mobility Plan street standards for Prospect Avenue, no additional dedication will be required. Prospect Avenue provides the northern access point to alley along the eastern boundary of the project site.



Rodney Drive is a north-south roadway designated as a local street in the Mobility Plan 2035. Rodney Drive provides one lane in each direction from Franklin Avenue to Hollywood Boulevard east of the project site. The roadway is not controlled by a traffic signal at Prospect Avenue or Hollywood Boulevard. Rodney Drive provides the southern access point to alley along the eastern boundary of the project site.

Sunset Boulevard is an east-west roadway designated as an Avenue I in the Mobility Plan 2035 which requires a 70-foot roadway on a 100-foot right-of-way (35-foot half roadway and 50-foot half right-of-way). Hollywood Boulevard is currently providing a 50-foot half right-of-way with two lanes in each direction. At Hillhurst Avenue, Sunset Boulevard intersects with Hollywood Boulevard and transitions to the southeast.

Transit Information

Public transportation near the project site is provided by the Metropolitan Transportation Authority (Metro) and LADOT DASH services. Metro Local Route 204, Metro Rapid 754 and DASH Observatory/Los Feliz operate along Vermont Avenue. Metro Local line 180, 181 and 206, Metro Rapid Route 780 and DASH Hollywood operates along Hollywood Boulevard. The project benefits with the Metro Red Line Vermont/Sunset Station within walking distance south of the project site. Appendix D provides additional information regarding these lines. These transit services are briefly described below:

- Metro Red Line provides rail service between downtown Los Angeles and North Hollywood. The Metro Red Line connects to multiple other rail and local services. There is a transit center at Vermont Avenue and Sunset Boulevard approximately 1,000 feet (less than ¼ mile) from the project site. This is within walking distance of the project or Metro route 204, Metro Rapid Route 704, DASH Hollywood and DASH Observatory/Los Feliz provide service to the Vermont/Sunset Metro Station.
- Metro Route 180/181 operates along Hollywood Boulevard to Vermont Avenue to Los Feliz Boulevard in the project area. Route 180/181 provides service between Hollywood, Los Feliz, Glendale, Eagle Rock, Pasadena, and Sierra Madre Villa. There is a bus stop



on Vermont Avenue at Prospect Avenue immediately adjacent to the site. Headways (time between buses) are 15 minutes during peak hours.

- Metro Route 204 operates along Vermont Avenue and Hollywood Boulevard in the project area. Route 204 provides service between Hollywood/Los Feliz, Westlake, Exposition Park, South Los Angeles and Athens. There is a bus stop on Vermont Avenue at Hollywood Boulevard across the street from the project. Headways are 12 minutes during peak hours.
- Metro Route 206 operates along Vermont Avenue in the project area. Route 204 provides service between Hollywood/Los Feliz, Westlake, Koreatown, Harvard Heights, Los Angeles and Westmont. There is a bus stop at Hollywood Boulevard and Prospect Avenue approximately 400 feet from the project site. Headways are 12 minutes during peak hours.
- Metro Rapid Route 754 operates along Vermont Avenue in the project area following the same route as Route 204. The Rapid bus provides faster service with fewer stops along the route. There is a bus stop on Vermont Avenue south of Hollywood Boulevard approximately 415 feet from the project site. Headways are 5 to 6 minutes during peak hours.
- Metro Rapid Route 780 operates along Hollywood Boulevard to Vermont Avenue to Los Feliz in the project area. Metro Rapid Route 780 provides service between Hollywood, Los Feliz, Glendale, Eagle Rock and Pasadena. The Rapid bus provides faster service with fewer stops along the route. There is a bus stop on Vermont Avenue north of Prospect Avenue across the street from the project site. Headways are 14 minutes during peak hours.
- LADOT DASH Hollywood operates along operates a low-cost circulating service in Hollywood generally between Highland Avenue and Fountain Avenue to Highland Avenue and Yucca Street to Vermont Avenue and Franklin Avenue south to Vermont Avenue and Santa Monica Boulevard then westerly predominately along Fountain Avenue. There is a bus stop on Vermont Avenue and Hollywood Boulevard across the street from the project site. Headways are 30 minutes between buses.



- LADOT DASH Observatory/Los Feliz Route operates along operates a low-cost circulating service in the project area north to the Observatory. The route generally follows a circular route from Vermont Avenue at Prospect Avenue to Vermont Avenue at Los Feliz Boulevard to Hillhurst Avenue and Los Feliz Avenue to Hillhurst Avenue and Sunset Boulevard to Sunset Boulevard and Vermont Avenue on Mondays through Friday between 6AM to 10AM. The balance of the day, the bus route adds north to the Observatory and back. There is a bus stop on Vermont Avenue and Hollywood Boulevard across the street from the project site. Headways are 20 minutes between buses until the Observatory segment is added when additional busses are added, and the headways are reduced to 15 minutes.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts) (Referenced in CEQA Analysis T-1 on page 11)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network and Neighborhood Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to



access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets have been identified in the VEN.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Vermont Avenue is designated as Comprehensive Moderate Transit Enhanced street.
- Hollywood Boulevard west of Vermont Avenue is designated as a Moderate Transit Enhanced street.
- Hollywood Boulevard east of Vermont Avenue is designated as a Moderate Plus Transit Enhanced street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low-stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.



- No bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Hollywood Boulevard to Hillhurst Avenue and Sunset Boulevard southwest of Hillhurst Avenue are listed on the Bicycle Lane Network map as a Tier 1 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Hillhurst Avenue, in the project area, has been identified in the NEN.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.



- Vermont Avenue, Hollywood Boulevard, Hillhurst Avenue and Sunset Boulevard have been identified in the PED map

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Intensification of Use

The project is located on Vermont Avenue which is designated as a Modified Avenue II roadway and is included in the Transit Enhanced Network and Pedestrian Enhanced Networks. The project is also located on Hollywood Boulevard which is designated as an Avenue I and is included in the Transit Enhanced Network and Pedestrian Enhanced Network. The Metro transit stop for Route 180/181 is adjacent to the project site on Vermont Avenue south of Prospect Avenue. This stop will remain and be protected. No bike facilities are currently located along the project frontage of Prospect Avenue, Vermont Avenue or Hollywood Boulevard. However, Hollywood Boulevard is identified as a potential future Tier 1 bike facility. Pedestrian facilities will be improved along Prospect Avenue with the removal of one driveway. Street frontage along Prospect



Avenue, Vermont Avenue and Hollywood Boulevard will be improved with new landscaping along the project frontages. An existing traffic signal with continental (crosshatched) enhanced marked crosswalks provide a safe pedestrian crossing for Vermont Avenue at Prospect Avenue and Vermont Avenue at Hollywood Boulevard.

The small scale of this project will not overburden any current or future pedestrian, bike or transit facilities. Per the VMT calculator, the project would have a residential population of approximately 327 person and 51 employees. This level of intensification would not require any additional facilities to be constructed.

High Injury Network (Referenced in CEQA Analysis T-1 on page 11)

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vermont Avenue and Hollywood Boulevard are part of the HIN.

LADOT requires that projects along HIN roadways assist in reducing traffic related injuries around new development to the extent possible. There will be no project driveways on the Vermont Avenue or Hollywood Boulevard project frontages. Continental crosswalks are currently provided on Vermont Avenue at Prospect Avenue and at Hollywood Boulevard and on Hollywood Boulevard at Vermont Avenue to enhance pedestrian visibility when crossing these roadways.



PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Operational Evaluation –

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to “gridlock” congestion. For the purposes of this section, “gridlock” is defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation – There will be no driveways on the major streets of Vermont Avenue or Hollywood Boulevard. Residential and commercial parking (5 commercial spaces) access will be provided from a driveway off the existing alley. The majority of the commercial parking will be provided from a driveway off of Prospect Avenue, a roadway designated as a local street. Currently there are two driveways on Prospect Avenue and one driveway will be closed. The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies along Prospect Avenue, Vermont Avenue and Hollywood Boulevard that may require specific operational improvements.

The circulation level of service evaluation has been prepared using the Highway



Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. The average delay is reported at signalized locations for all vehicles passing through the intersection.

Once the HCM value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3
Level of Service Definitions

<u>LOS</u>	<u>HCM</u> (delay in seconds)	<u>Operating Conditions</u>
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.



Analysis of Existing and Future Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic affect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2022 study year.

The circulation deficiency evaluation has been calculated at 3 nearby intersections as listed below:

1. Prospect Avenue and Vermont Avenue;
2. Vermont Avenue and Hollywood Boulevard;
3. Hillhurst Avenue and Prospect Avenue; and,
4. Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard/Sunset Drive.

The intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard/Sunset Drive is a 6-legged intersection rather than the typical 4-legged intersection. In order to incorporate the added legs for this intersection, the lane capacity was reduced, and some traffic volumes combined (Southbound Hillhurst Avenue was added to southeast bound Hollywood Boulevard, Eastbound Sunset Drive was added to northwest bound Sunset Boulevard).

The Level of Service calculations below in Tables 4 and 5 show that the project's traffic will not change the LOS or significantly add to any circulation deficiencies in the area.

Table 4
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing (Dec. 2019)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.2	B	10.4	B
		PM	11.7	B	12.4	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.4	C	20.4	C
		PM	18.8	B	18.8	B
3	Hillhurst Avenue & Prospect Avenue &	AM	18.0	B	18.9	B
		PM	20.7	C	21.8	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	26.6	C	26.7	C
		PM	29.7	C	30.0	C

Table 5
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2022) Without Project		Future (2022) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Prospect Avenue & Vermont Avenue	AM	10.4	B	11.1	B
		PM	12.6	B	13.6	B
2	Vermont Avenue & Hollywood Boulevard	AM	20.6	C	20.6	C
		PM	19.4	B	19.5	B
3	Hillhurst Avenue & Prospect Avenue &	AM	27.0	C	27.8	C
		PM	26.0	C	27.5	C
4	Hillhurst Av/Virgil Av & Hollywood Bl/Sunset Bl&Dr	AM	39.9	D	41.8	D
		PM	44.9	D	47.6	D

s = seconds

The future cumulative analysis includes other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. It should be noted that this project or any



actions taken by the City regarding this project, does not have a direct bearing on these other proposed projects.

The locations of the eight related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the traffic peak hour data, existing and future traffic flow maps and LOS worksheets.

Findings

Based on the traffic conditions analysis, no project access and circulation constraints have been identified. The project's traffic would not contribute to unacceptable queuing on Prospect Avenue, Vermont Avenue or Hollywood Boulevard or would cause or substantially extend queuing at nearby signalized intersections.

The results of this evaluation show that the mixed-use project will not create any non – CEQA traffic deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities.

Safety Evaluation

Changes to the site access by removing one driveway from Prospect Avenue for commercial parking only, residential and 5 commercial parking spaces access from the alley, and no driveways on Vermont Avenue and Hollywood Boulevard will improve access. The loading dock access will be provided adjacent to and between the Project's Prospect Avenue access and the alley. Although this will make the driveway wider than the standard 30-foot two-way driveway, Prospect Avenue is a local street. No conditions or deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All project parking is located on-site in the parking garages. It is anticipated that all passenger loading will occur from within the parking garage. If the passenger loading



demand cannot be accommodated on-site, then loading could occur from Prospect Avenue which has an adequate metered parking lane, lower traffic volume than Vermont Avenue and Hollywood Boulevard and would not conflict with pedestrian or bike volume.

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on - street parking. However, most of the construction activity would occur on-site.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non-peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Construction activities are expected to be contained within the existing project site. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.



During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on-site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

The project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

APPENDIX A

LADOT Approved MOU



Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Vermont Hollywood Mixed-Use

Project Address: 1666 N. Vermont Avenue

Project Description: Removal of existing 300 sf restaurant & 8,000 sf car wash for construction of 130 residential units and 12,000 sf grocery store

LADOT Project Case Number: CEN 19-48526 Project Site Plan attached? (Required) Yes No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 30 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) Yes No

Trip Generation Rate(s): ITE 10th Edition / Other 10th Edition

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/out/totals), proposed trip credits, etc. attached? (Required) Yes No

	IN	OUT	TOTAL
AM Trips	<u>17</u>	<u>32</u>	<u>49</u>
PM Trips	<u>48</u>	<u>37</u>	<u>85</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No

Map of Study Intersections/Segments attached? Yes No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

- 1 Prospect Avenue & Vermont Av 3 Hollywood Bl & Vermont Av
 2 Prospect Avenue & Hillhurst Av 4 Hollywood/Sunset & Hillhurst Av

Is this Project located on a street within the High Injury Network? Yes No
Vermont Bl & Hollywood Bl

IV. ACCESS ASSESSMENT

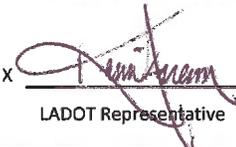
Is the project on a lot that is 0.5-acre or more in total gross area? Yes No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? Yes No Combined: Vermont - 140', Hollywood - 135'

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? Yes No

V. CONTACT INFORMATION

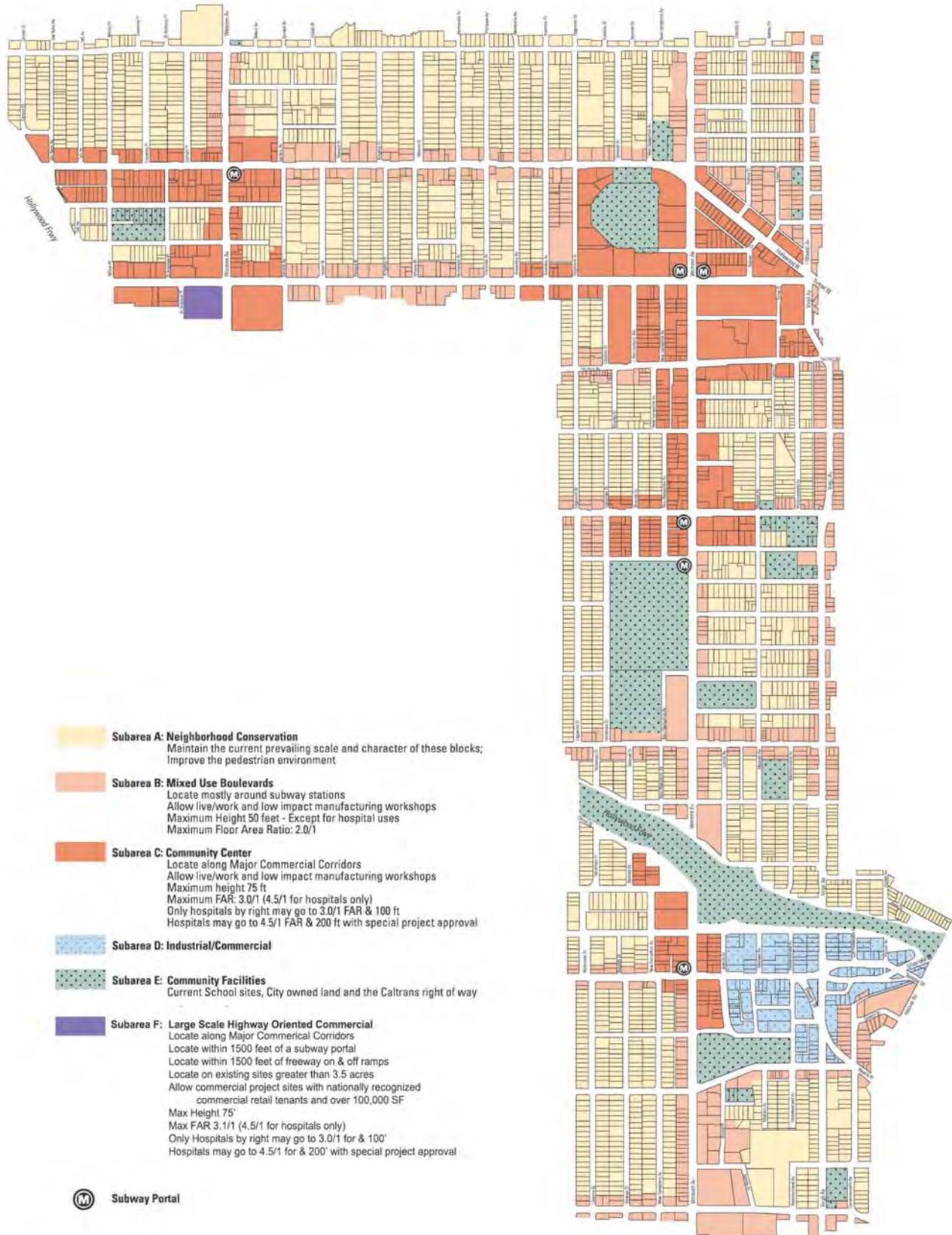
<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name: <u>Liz Fleming-Overland Traffic</u>	<u>Vermont Real Estate Prop.</u>
Address: <u>952 Manhattan Bch Bl, #100, M.B.</u>	<u>1666 N Vermont Av</u>
Phone Number: <u>310 545-1235</u>	<u>Los Angeles, CA 90027</u>
E-Mail: <u>liz@overlandtraffic.com</u>	<u>Mr. Benny Pririan</u>

Approved by:	<input checked="" type="checkbox"/>  Consultant's Representative	8-29-19 Date	<input checked="" type="checkbox"/>  LADOT Representative	9/17/2019 *Date
--------------	--	-----------------	--	--------------------

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

APPENDIX B

COMMUNITY PLAN LAND USE MAPS



Map I

Vermont/Western Transit Oriented District Specific Plan

(Station Neighborhood Area Plan)

CPC 00-1976

Los Angeles Department of City Planning • Citywide Division • Graphics Section • as adopted by the City Council January 23, 2001



Not to Scale

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use ¹⁶	Corresponding Zones ¹	Land Use ¹⁶	Corresponding Zones ¹
Low Density¹⁷		Commercial¹⁸	
Minimum RE40		Limited Commercial ⁴	CR,C1,C1.5,P, RAS3,RAS4
Very Low II RE15,RE11		Highway Oriented Commercial ^{11,12}	C1,C2,P, RAS3,RAS4
Low I RE9		General Commercial	C1,C2,P, RAS3,RAS4
Low II RS,R1		Neighborhood Office Commercial ¹¹	C1,C2,C4,P, RAS3,RAS4
Multiple Family¹⁷		Community Commercial ⁴	CR,C2,C4,P,PB, RAS3,RAS4
Low Medium I ³ R2,RD5,RD4,RD3		Regional Center Commercial ⁴	C2,C4,P,PB, RAS3,RAS4
Low Medium II ³ RD2,RD1.5		Industrial¹⁹	
Medium ⁴ R3		Commercial Manufacturing ¹¹ CM,P	
High Medium ⁵ QJ,R4		Limited Manufacturing ¹¹ MR1,MI,P,PB	
High RA,QJ,RS ¹³		Open Space/Public Facilities^{16,19,20}	
		Open Space OS,A1	
		Public Facilities PF	

Service Systems	Symbol
Public Elementary School	Ⓔ
Public Junior High	Ⓕ
Public Senior High	Ⓖ
Junior College	Ⓙ
Private Elementary School	Ⓗ
Private Senior High	Ⓢ
Private Special School	Ⓣ
Community Park	Ⓛ
Neighborhood Park	Ⓜ
Regional Park	Ⓩ
Public Golf Course	Ⓜ

Circulation	Symbol
Freeway	—
Major Freeway	—
Scenic Major Highway I	—
Scenic Major Highway II	—
Scenic Divided Major Highway II	—
Secondary Highway	—
Scenic Secondary Highway	—
Scenic Divided Secondary Highway	—
Scenic Arterial Mountain	—
Scenic Parkway	—
Collector Street	—
Local Street	—
Country Road	—
Park Road	—
Private Street	—

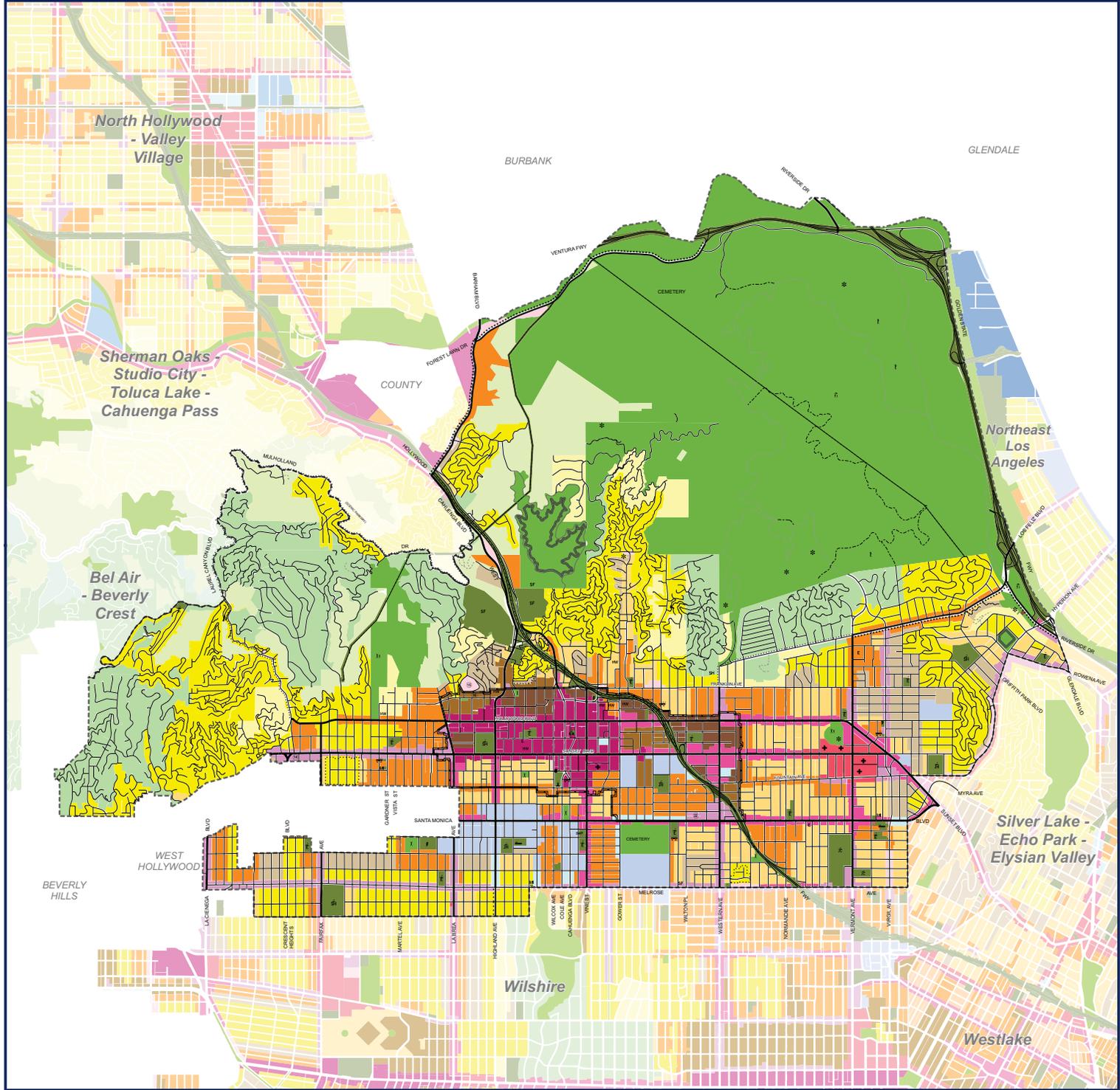
Other Line Symbols	Symbol
Community Boundary	—
DWP Lines	—
Historic Preservation	—
Redevelopment Project Area	—
Reservoir Line	—

Notes:

- The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
- Other Special Area Maps may not be included on this document.
- Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

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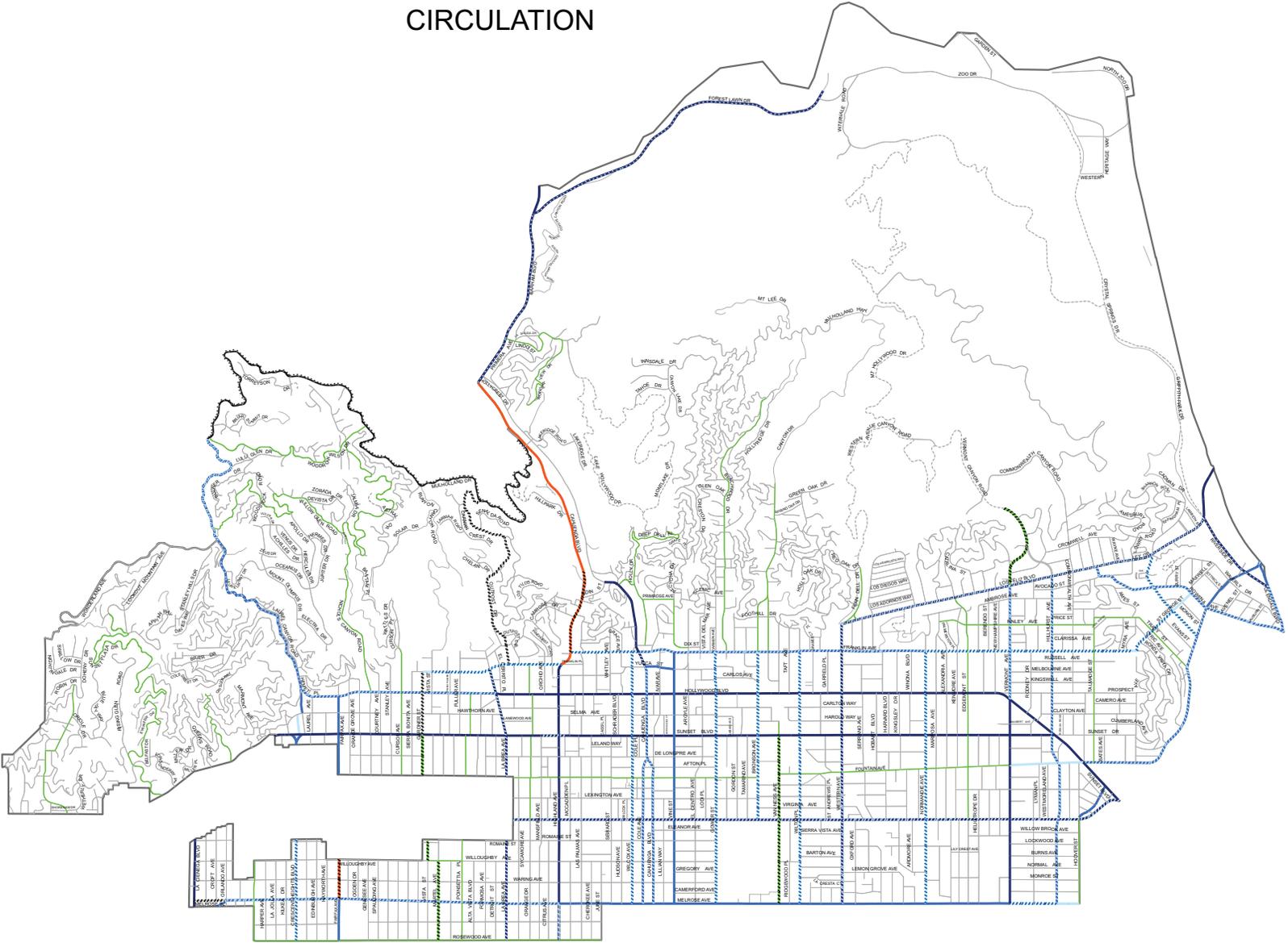
APPENDIX C

CIRCULATION MAP, STREET STANDARDS AND AERIAL VIEWS

HOLLYWOOD CIRCULATION

Legend

-  Boulevard II
-  Boulevard II Modified
-  Avenue I
-  Avenue I Modified
-  Avenue I Modified Divided Scenic
-  Avenue I Modified Scenic
-  Avenue I Scenic
-  Avenue II
-  Avenue II Divided Scenic
-  Avenue II Modified
-  Avenue II Modified Scenic
-  Avenue II Scenic
-  Avenue III
-  Avenue III Modified
-  Collector
-  Collector Modified
-  Local
-  Local Modified
-  Scenic Highway
-  Private Street
-  Community Plan Area Boundary



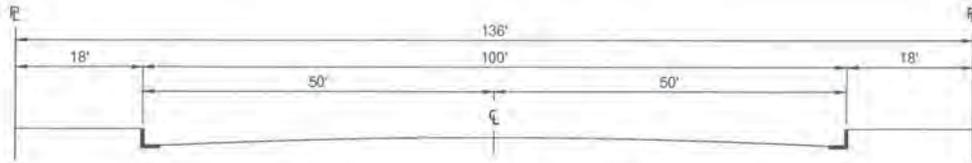
Date: 2/2/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

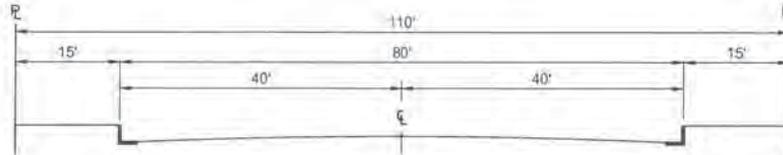
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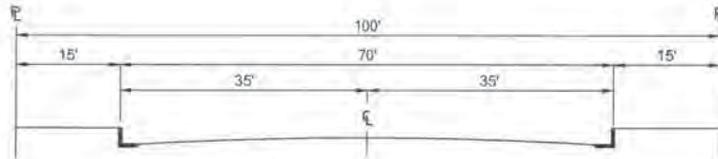
ARTERIAL STREETS



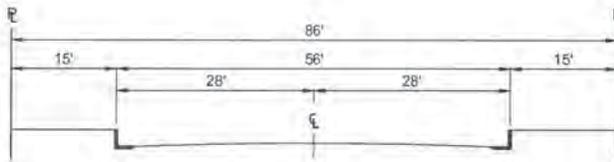
BOULEVARD I (MAJOR HIGHWAY CLASS I)



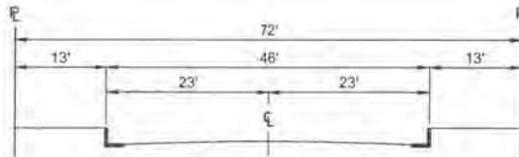
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)

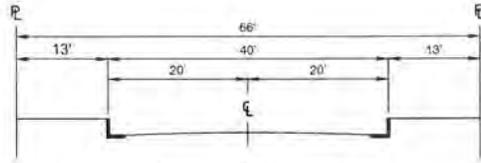


AVENUE III (SECONDARY HIGHWAY)

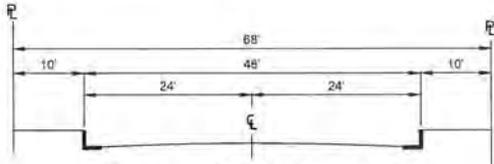
THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
--- DRAFT --- STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED HAMID MADANI, P.E. BUREAU OF ENGINEERING	SUBMITTED SAMARA AL-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	APPROVED GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER		SUPERSEDES D-22549 S-470-0	REFERENCES
CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER		VAULT INDEX NUMBER:	SHEET 1 OF 4 SHEETS
			DIRECTOR OF PLANNING DATE		

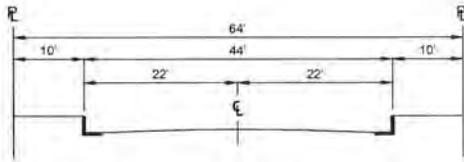
NON-ARTERIAL STREETS



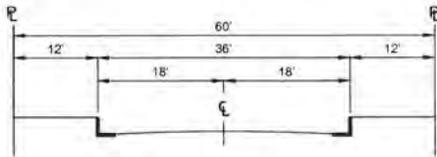
COLLECTOR STREET



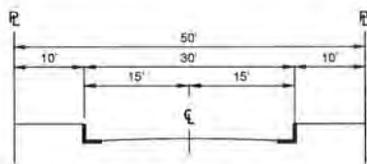
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

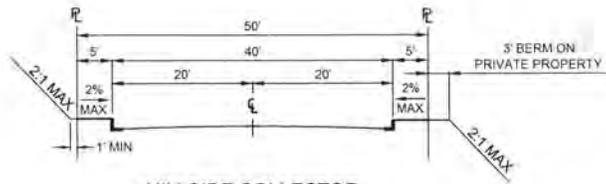


LOCAL STREET - STANDARD

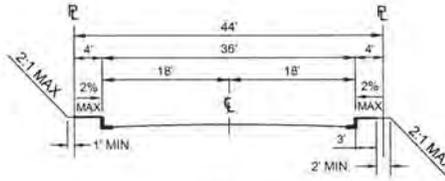


LOCAL STREET - LIMITED

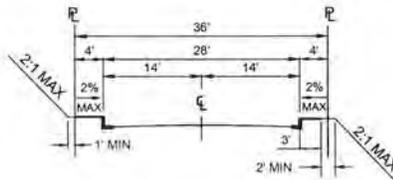
HILLSIDE STREETS



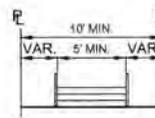
HILLSIDE COLLECTOR



HILLSIDE LOCAL



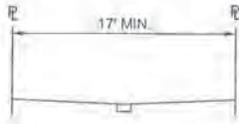
HILLSIDE LIMITED STANDARD



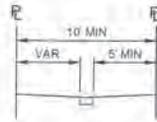
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

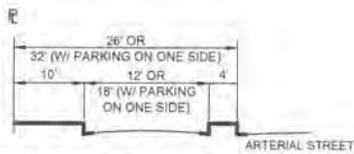
OTHER PUBLIC RIGHTS-OF-WAY



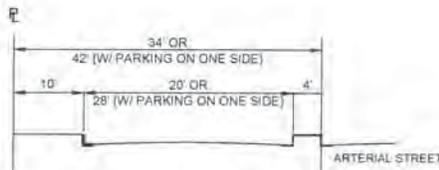
SHARED STREET



PEDESTRIAN WALKWAY

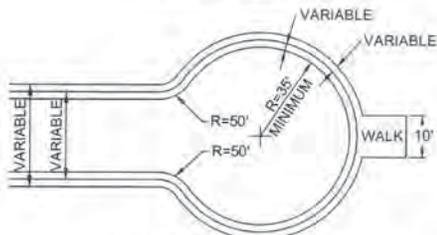


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

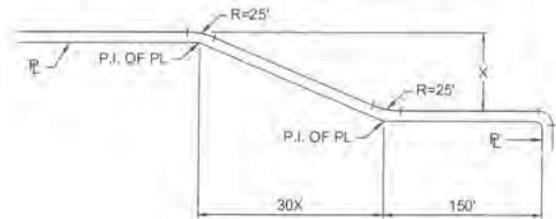
CUL-DE-SAC



**MAY BE UNSYMMETRICAL
(PLAN VIEW)**

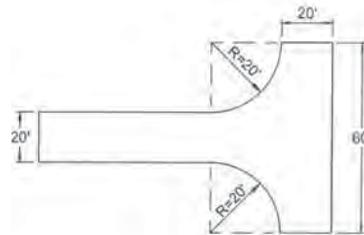
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

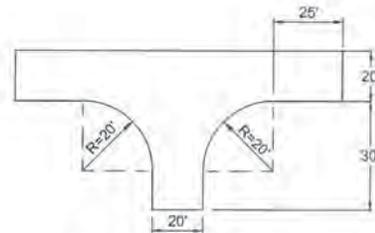


**STANDARD FLARE SECTION
(PLAN VIEW)**

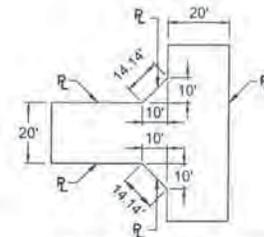
ALLEYS



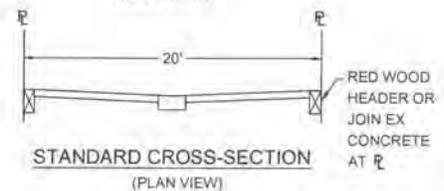
**STANDARD TURNING AREA
(PLAN VIEW)**



**MINIMUM TURNING AREA
(PLAN VIEW)**



**STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)**



**STANDARD CROSS-SECTION
(PLAN VIEW)**

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY:
 - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
 - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

PROSPECT AVE. & VERMONT AV

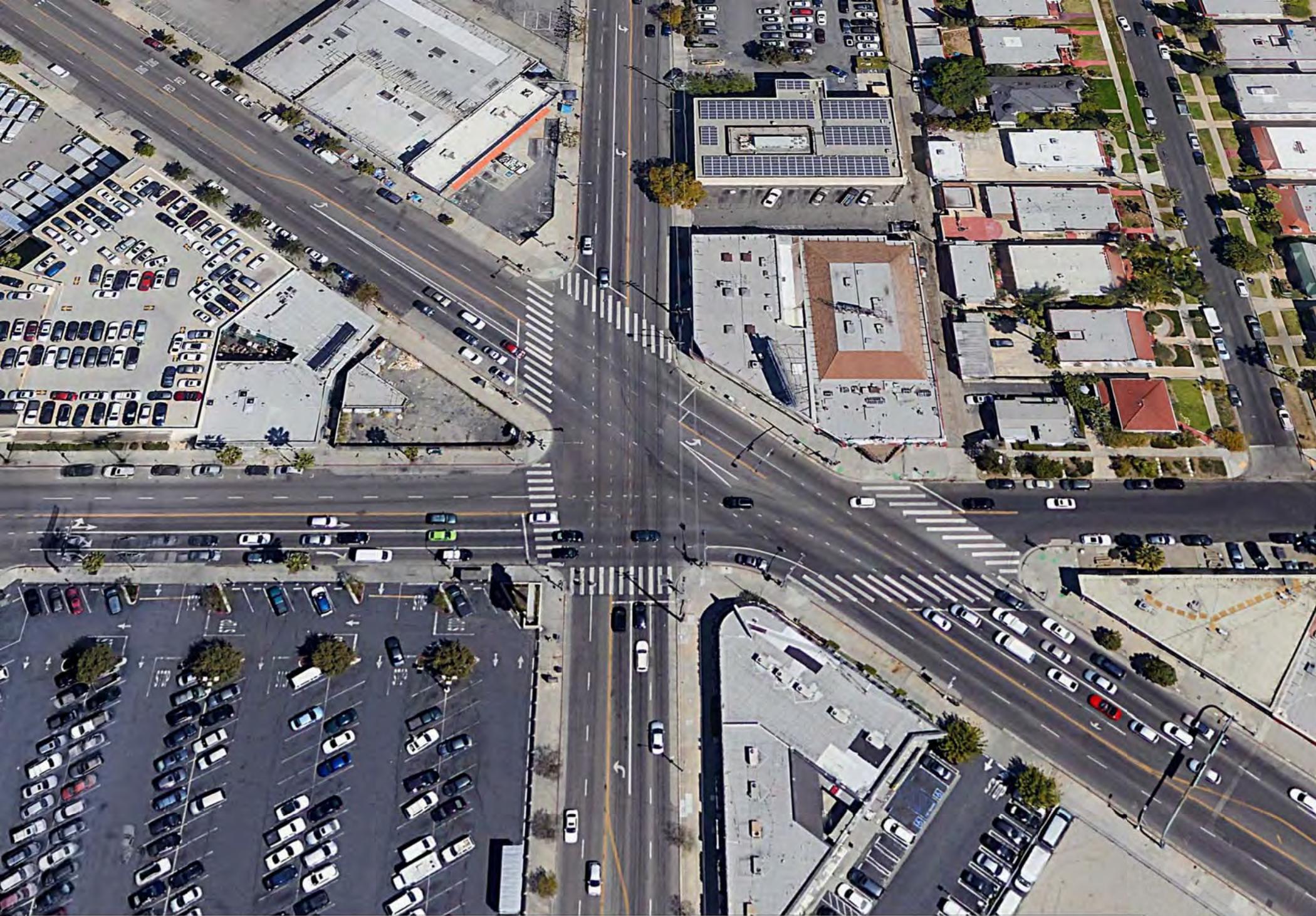




HOLLYWOOD BL & VERMONT AV



HILLHURST AV & PROSPECT AV



HILLHUST AVE/VIRGIL AVE & HOLLYWOOD BL & SUNSET BL & SUNSET PL

APPENDIX D

TRANSIT ROUTES

Metro Rail & Busway



Rail Station **Transfer Station** **Busway Station**

Metro Rail

- Red Line** ● North Hollywood to Union Station
- Purple Line** ● Wilshire/Western to Union Station
- Blue Line** ● Downtown LA to Long Beach
- Expo Line** ● Downtown LA to Santa Monica
- Green Line** ● Redondo Beach to Norwalk
- Gold Line** ● East Los Angeles to Azusa

Metro Busway

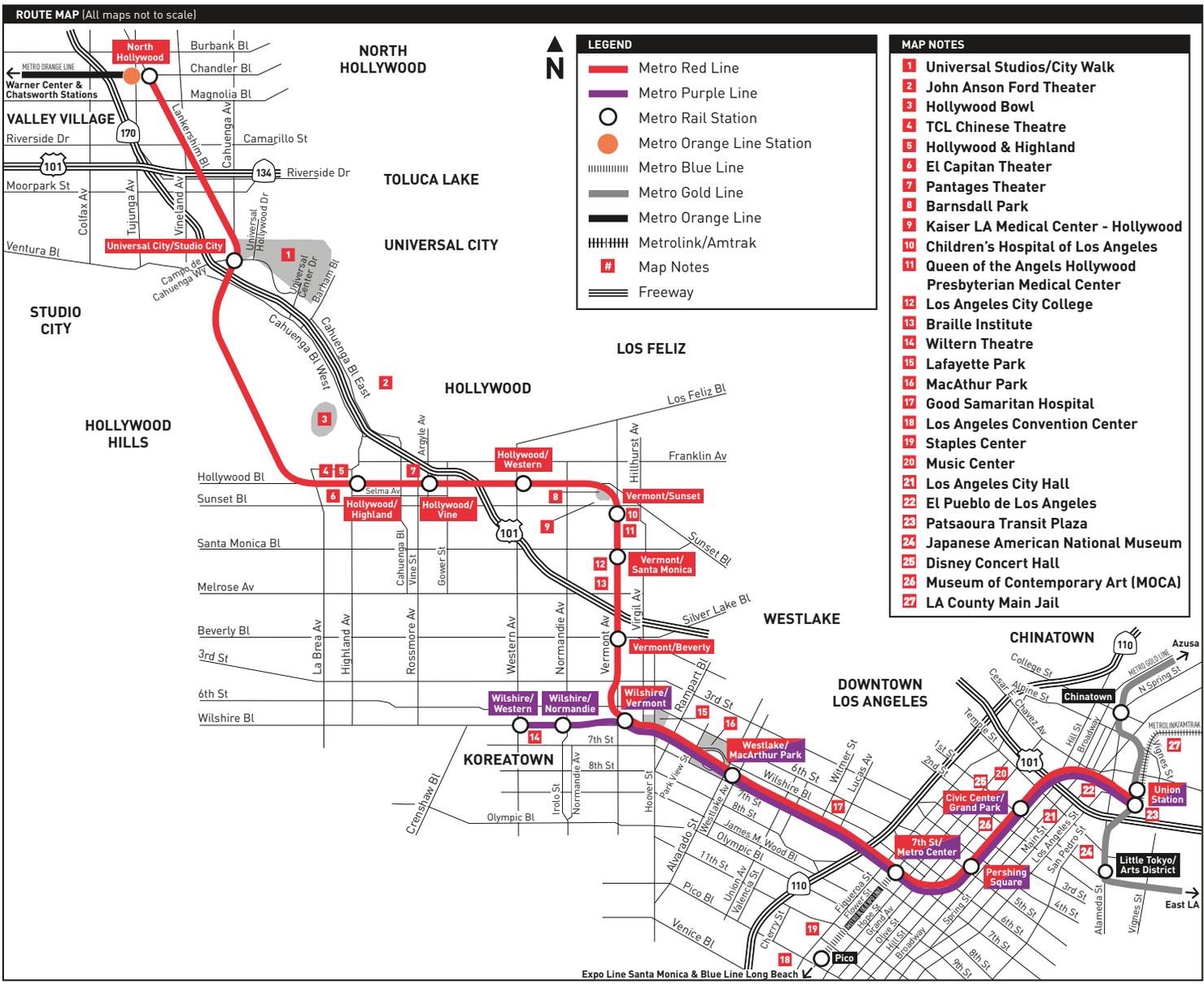
- Orange Line** ■ Chatsworth to North Hollywood
- Silver Line** ■ San Pedro to El Monte
Street Service in Downtown LA and San Pedro

Regional Rail

- Amtrak**
amtrak.com
- MetroLink**
metrolinktrains.com
- Airport Shuttle**
- LAX FlyAway**
lawa.org/flyaway
- LAX Shuttle (free)**
lawa.org

JUN 2018 Subject to Change





CONNECTIONS	
Union Station	PARKING AVAILABLE
Metro	Metro Rail Gold Line; Metro Liner Silver Line [910/950]; Metro Local 40, 68, 70, 71, 76, 78, 79, 378, 442, 487, 489, 699
Foothill Transit	Silver Streak, 493, 497, 498, 499, 699
LADOT	DASH B, D, DASH Lincoln Heights/Chinatown; Commuter Express 431, 534, Union Station/Bunker Hill Shuttle
Metrolink	Antelope Valley Line, Ventura County Line, San Bernardino Line, Riverside Line, Orange County Line, 91 Line
Amtrak	Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited/Texas Eagle, San Joaquin Valley Bus Connection
Other providers	Antelope Valley Transit Authority 785, City of Santa Clarita Transit 794, Orange County Transportation Authority 701, Santa Monica Big Blue Bus 10; Torrance Transit 4; LAX Flyaway
Civic Center/Grand Park	
Metro	Metro Silver Line [910/950]; Metro Local 2, 4, 10, 14, 28, 30, 37, 40, 45, 48, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 378, 442, 487, 489;
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, D; Commuter Express 409, 419, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Line 90 Express; Santa Monica Big Blue Bus Rapid 10; Torrance Transit 4
Pershing Square	
Metro	Metro Silver Line [910/950]; Metro Local 2, 4, 10, 14, 16, 17, 18, 28, 30, 33, 37, 38, 40, 45, 48, 53, 55, 62, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 316, 378, 442 [northbound only], 460, 487, 489;
Foothill Transit	Metro Rapid 720, 728, 733, 745, 770, 794
LADOT	Silver Streak
Other Providers	DASH B, D; Commuter Express 419
7th Street/Metro Center	Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Torrance Transit 4 [northbound only]
Metro	Metro Rail Blue Line; Metro Rail Expo Line, Metro Silver Line [910/950]; Metro Local 14, 16, 17, 18, 20, 37, 51, 52, 60, 62, 66, 76, 78, 79, 81, 316, 351, 378, 442, 460, 487, 489; Metro Rapid 720, 760; Metro Express 450X
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, E, F, Commuter Express 409, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Santa Monica Big Blue Bus Rapid 10; Torrance Transit 4
Westlake/MacArthur Park	
Metro	Metro Local 18, 20, 51, 52, 200, 351, 487, 489, 603; Metro Rapid 720
Other providers	LADOT DASH Pico Union/Echo Park
Wilshire/Vermont	
Metro	Metro Local 18, 20, 51, 52, 201, 204, 351; Metro Rapid 720, 754
Other providers	LADOT DASH Wilshire Center/Koreatown
Wilshire/Normandie	
Metro	Metro Local 18, 20, 206; Metro Rapid 720
Foothill Transit	481
Wilshire/Western	
Metro	Metro Local 18, 20, 66, 207, 209; Metro Rapid 710, 720, 757
Other providers	LADOT DASH Wilshire Center/Koreatown, DASH Hollywood/Wilshire; Santa Monica Big Blue Bus Rapid 7
Vermont/Beverly	
Metro	Metro Local 10, 14, 204, Metro Rapid 754
Vermont/Santa Monica	
Metro	Metro Local 4, 204; Metro Rapid 704, 754
LADOT	DASH Hollywood
Vermont/Sunset	
Metro	Metro Local 2, 175, 204, 206, 302; Metro Rapid 754
LADOT	DASH Hollywood, DASH Los Feliz, Weekend Observatory Shuttle
Hollywood/Western	
Metro	Metro Local 180, 181, 207, 217; Metro Rapid 757, 780
Hollywood/Vine	
Metro	Metro Local 180, 181, 210, 212, 217, 222; Metro Rapid 780
LADOT	DASH Beachwood Canyon, DASH Hollywood, DASH Hollywood/Wilshire
Hollywood/Highland	
Metro	Metro Local 212, 217, 222, 237, 312, 656; Metro Rapid 780
LADOT	DASH Hollywood
Universal City	PARKING AVAILABLE
Metro	Metro Local 150, 155, 224, 237, 240, 656; Metro Rapid 750
Other providers	Universal Studios/Citywalk Shuttle
North Hollywood	PARKING AVAILABLE
Metro	Metro Orange Line; Metro Local 152, 154, 162, 183, 224, 237, 353, 501, 656 [Dwl]
Other providers	BurbankBus NoHo-Media District, NoHo-Airport; City of Santa Clarita Transit 757; LADOT Commuter Express 549

Monday through Friday

Effective Dec 16 2018

Red & Purple Lines

Eastbound Al Este (Approximate Times/Tiempos Aproximados)

Red Line Stations					Purple Line Stations										
North Hollywood	Universal City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Chinatown/Grand Park	Union Station
4:32A	4:36A	4:40A	4:42A	4:44A	4:46A	4:47A	4:49A	4:47A	4:43A	4:45A	4:47A	4:49A	4:50A	4:51A	4:54A
4:50	4:54	4:58	5:00	5:02	5:04	5:05	5:07	5:04	5:05	5:07	5:01	5:03	5:05	5:06	5:09
5:05	5:09	5:13	5:15	5:17	5:19	5:20	5:22	5:14	5:16	5:18	5:20	5:22	5:23	5:24	5:27
5:21	5:25	5:29	5:31	5:33	5:35	5:36	5:38	5:30	5:32	5:34	5:36	5:38	5:40	5:41	5:45
5:36	5:40	5:44	5:46	5:48	5:50	5:51	5:53	5:46	5:48	5:50	5:52	5:54	5:55	5:56	5:59
5:45	5:49	5:53	5:55	5:57	5:59	6:00	6:02	5:56	5:58	6:00	6:02	6:04	6:05	6:06	6:09
5:59	6:03	6:07	6:09	6:11	6:13	6:14	6:16	6:10	6:12	6:14	6:16	6:18	6:19	6:20	6:23
6:09	6:13	6:17	6:19	6:21	6:23	6:24	6:26	6:20	6:22	6:24	6:26	6:28	6:29	6:30	6:33
								6:30	6:32	6:34	6:36	6:38	6:39	6:40	6:43
Trains Scheduled Every: 10 minutes					10 minutes					5 minutes					
8:19	8:23	8:27	8:29	8:31	8:33	8:34	8:36	8:40	8:42	8:39	8:41	8:43	8:44	8:45	8:48
8:29	8:33	8:37	8:39	8:41	8:43	8:44	8:46	8:49	8:51	8:50	8:51	8:53	8:54	8:55	8:58
8:38	8:42	8:46	8:48	8:50	8:52	8:53	8:55	8:49	8:51	8:53	8:55	8:57	8:58	8:59	9:02
8:49	8:53	8:57	8:59	9:01	9:03	9:04	9:06	8:59	9:01	9:03	9:05	9:07	9:08	9:09	9:12
8:59	9:03	9:07	9:09	9:11	9:13	9:14	9:16	9:09	9:11	9:13	9:15	9:17	9:18	9:19	9:22
9:11	9:15	9:19	9:21	9:23	9:25	9:26	9:28	9:21	9:23	9:25	9:27	9:29	9:30	9:31	9:34
9:23	9:27	9:31	9:33	9:35	9:37	9:38	9:40	9:45	9:47	9:49	9:51	9:53	9:54	9:55	9:58
9:35	9:39	9:43	9:45	9:47	9:49	9:50	9:52	9:57	9:59	10:01	10:03	10:05	10:06	10:07	10:10
9:47	9:51	9:55	9:57	9:59	10:01	10:02	10:04	10:09	10:11	10:13	10:15	10:17	10:18	10:19	10:22
9:59	10:03	10:07	10:09	10:11	10:13	10:14	10:16	10:21	10:23	10:25	10:27	10:29	10:30	10:31	10:34
10:11	10:15	10:19	10:21	10:23	10:25	10:26	10:28	10:33	10:35	10:37	10:39	10:41	10:42	10:43	10:46
10:23	10:27	10:31	10:33	10:35	10:37	10:38	10:40	10:45	10:47	10:49	10:51	10:53	10:54	10:55	10:58
10:35	10:39	10:43	10:45	10:47	10:49	10:50	10:52	10:57	10:59	11:01	11:03	11:05	11:06	11:07	11:10
10:47	10:51	10:55	10:57	10:59	11:01	11:02	11:04	11:09	11:11	11:13	11:15	11:17	11:18	11:19	11:22
10:59	11:03	11:07	11:09	11:11	11:13	11:14	11:16	11:21	11:23	11:25	11:27	11:29	11:30	11:31	11:34
11:11	11:15	11:19	11:21	11:23	11:25	11:26	11:28	11:33	11:35	11:37	11:39	11:41	11:42	11:43	11:46
11:23	11:27	11:31	11:33	11:35	11:37	11:38	11:40	11:45	11:47	11:49	11:51	11:53	11:54	11:55	11:58
11:35	11:39	11:43	11:45	11:47	11:49	11:50	11:52	11:57	11:59	12:01P	12:03P	12:05P	12:06P	12:07	12:10
11:47	11:51	11:55	11:57	11:59	12:01P	12:02P	12:04P	12:09	12:11	12:13	12:15	12:17	12:18	12:19	12:22
11:59	12:03P	12:07P	12:09P	12:11P	12:13	12:14	12:16	12:21	12:23	12:25	12:27	12:29	12:30	12:31	12:34
12:11P	12:15	12:19	12:21	12:23	12:25	12:26	12:28	12:33	12:35	12:37	12:39	12:41	12:42	12:43	12:46
12:23	12:27	12:31	12:33	12:35	12:37	12:38	12:40	12:45	12:47	12:49	12:51	12:53	12:54	12:55	12:58
12:35	12:39	12:43	12:45	12:47	12:49	12:50	12:52	12:57	12:59	1:01	1:03	1:05	1:06	1:07	1:10
12:47	12:51	12:55	12:57	12:59	1:01	1:02	1:04	1:09	1:11	1:13	1:15	1:17	1:18	1:19	1:22
12:59	1:03	1:07	1:09	1:11	1:13	1:14	1:16	1:21	1:23	1:25	1:27	1:29	1:30	1:31	1:34
1:11	1:15	1:19	1:21	1:23	1:25	1:26	1:28	1:33	1:35	1:37	1:39	1:41	1:42	1:43	1:46
1:23	1:27	1:31	1:33	1:35	1:37	1:38	1:40	1:45	1:47	1:49	1:51	1:53	1:54	1:55	1:58
1:35	1:39	1:43	1:45	1:47	1:49	1:50	1:52	1:57	1:59	2:01	2:03	2:05	2:06	2:07	2:10
1:47	1:51	1:55	1:57	1:59	2:01	2:02	2:04	2:09	2:11	2:13	2:15	2:17	2:18	2:19	2:22
1:59	2:03	2:07	2:09	2:11	2:13	2:14	2:16	2:21	2:23	2:25	2:27	2:29	2:30	2:31	2:34
2:11	2:15	2:19	2:21	2:23	2:25	2:26	2:28	2:33	2:35	2:37	2:39	2:41	2:42	2:43	2:46
2:23	2:27	2:31	2:33	2:35	2:37	2:38	2:40	2:45	2:47	2:49	2:51	2:53	2:54	2:55	2:58
2:35	2:39	2:43	2:45	2:47	2:49	2:50	2:52	2:57	2:59	3:01	3:03	3:05	3:06	3:07	3:10
2:47	2:51	2:55	2:57	2:59	3:01	3:02	3:04	3:09	3:11	3:13	3:15	3:17	3:18	3:19	3:22
2:59	3:03	3:07	3:09	3:11	3:13	3:14	3:16	3:21	3:23	3:25	3:27	3:29	3:30	3:31	3:34
3:11	3:15	3:19	3:21	3:23	3:25	3:26	3:28	3:33	3:35	3:37	3:39	3:41	3:42	3:43	3:46
3:23	3:27	3:31	3:33	3:35	3:37	3:38	3:40	3:45	3:47	3:49	3:51	3:53	3:54	3:55	3:58
3:35	3:39	3:43	3:45	3:47	3:49	3:50	3:52	3:57	3:59	4:01	4:03	4:05	4:06	4:07	4:10
								3:56	3:58	4:00	4:02	4:04	4:05	4:06	4:09
Trains Scheduled Every: 10 minutes					10 minutes					5 minutes					
7:15	7:19	7:23	7:25	7:27	7:29	7:30	7:32	7:36	7:38	7:40	7:42	7:44	7:45	7:46	7:49
7:25	7:29	7:33	7:35	7:37	7:39	7:40	7:42	7:46	7:48	7:50	7:52	7:54	7:55	7:56	7:59
7:35	7:39	7:43	7:45	7:47	7:49	7:50	7:52	7:55	7:57	7:59	8:01	8:03	8:04	8:05	8:08
7:43	7:47	7:51	7:53	7:55	7:57	7:58	8:00	8:08	8:10	8:12	8:14	8:16	8:17	8:18	8:21
7:55	7:59	8:03	8:05	8:07	8:09	8:10	8:12	8:15	8:17	8:19	8:21	8:23	8:24	8:25	8:28
8:02	8:06	8:10	8:12	8:14	8:16	8:17	8:19	8:22	8:24	8:26	8:28	8:30	8:31	8:32	8:35
8:09	8:13	8:17	8:19	8:21	8:23	8:24	8:26	8:29	8:31	8:33	8:35	8:37	8:38	8:39	8:42
8:22	8:26	8:30	8:32	8:34	8:36	8:37	8:39	8:42	8:44	8:46	8:48	8:50	8:51	8:52	8:55
8:42	8:46	8:50	8:52	8:54	8:56	8:57	8:59	8:48	8:50	8:52	8:54	8:56	8:57	8:58	9:01
9:02	9:06	9:10	9:12	9:14	9:16	9:17	9:19	9:08	9:10	9:12	9:14	9:16	9:17	9:18	9:21
								9:22	9:24	9:26	9:28	9:29	9:30	9:31	9:34

All service after 9:00PM is subject to minor delays for system maintenance. Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenimiento a la sistema.

12:22A	12:26A	12:30A	12:32A	12:34A	12:36A	12:37A	12:39A	12:28A	12:30A	12:32A	12:34A	12:36A	12:37A	12:38A	12:41A
12:42	12:46	12:50	12:52	12:54	12:56	12:57	12:59	1:02	1:04	1:06	1:08	1:10	1:11	1:12	1:15
1:02	1:06	1:10	1:12	1:14	1:16	1:17	1:19	1:22	1:24	1:26	1:28	1:30	1:31	1:32	1:35

See Friday Late Night and Saturday Late Night Only

Friday Late Night and Saturday Late Night Only

Red & Purple Lines

Eastbound Al Este (Approximate Times/Tiempos Aproximados)

Red Line Stations					Purple Line Stations										
North Hollywood	Universal/Studio City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Chinatown/Grand Park	Union Station
1:22A	1:26A	1:30A	1:32A	1:34A	1:36A	1:37A	1:39A	1:48	1:50	1:52	1:54	1:56	1:57	1:58	2:01
1:42	1:46	1:50	1:52	1:54	1:56	1:57	1:59	2:08	2:10	2:12	2:14	2:16	2:17	2:18	2:21
2:02	2:06	2:10	2:12	2:14	2:16	2:17	2:19	2:28	2:30	2:32	2:34	2:36	2:37	2:38	2:41
2:22	2:														

Westbound Al Oeste (Approximate Times/Tiempos Aproximados)

DOWNTOWN LA	LOS ANGELES										HOLLYWOOD			UNIVERSAL CITY	NORTH HOLLYWOOD
Red Line Stations	Purple Line Stations														
Union Station	Chinatown/Grand Park	Pershing Square	7th St/Metro Center	Westlake/McArthur Park	Wilshire/Vermont	Wilshire/Normandie	Wilshire/Western	Vermont/Beverly	Vermont/Santa Monica	Vermont/Sunset	Hollywood/Western	Hollywood/Vine	Hollywood/Higland	Universal/Studio City	North Hollywood
4:10A	4:12A	4:13A	4:15A	4:17A	4:19A	—	—	4:21A	4:23A	4:24A	4:26A	4:29A	4:31A	4:35A	4:39A
4:30	4:32	4:33	4:35	4:37	4:41	—	—	4:43	4:44	4:45	4:46	4:49	4:51	4:55	4:59
4:48	4:50	4:51	4:53	4:55	4:57	—	—	4:59	5:01	5:02	5:04	5:07	5:09	5:13	5:17
4:57	4:59	5:00	5:02	5:04	5:08	5:10A	—	—	—	—	—	—	—	—	—
5:04	5:06	5:07	5:09	5:11	5:13	—	—	5:15	5:17	5:18	5:20	5:23	5:25	5:29	5:33
5:11	5:13	5:14	5:16	5:18	5:20	—	—	5:22	5:24	5:25	5:27	5:30	5:32	5:36	5:40
5:16	5:18	5:19	5:21	5:23	5:25	—	—	5:27	5:29	—	—	—	—	—	—
5:24	5:26	5:27	5:29	5:31	5:33	—	—	5:35	5:37	5:38	5:40	5:43	5:45	5:49	5:53
5:30	5:32	5:33	5:35	5:37	5:39	5:41	5:43	—	—	—	—	—	—	—	—
5:37	5:39	5:40	5:42	5:44	5:46	—	—	5:48	5:50	5:51	5:53	5:56	5:58	6:02	6:06
5:40	5:42	5:43	5:45	5:47	5:49	5:51	5:53	—	—	—	—	—	—	—	—
5:47	5:49	5:50	5:52	5:54	5:56	—	—	5:58	6:00	6:01	6:03	6:06	6:08	6:12	6:16
5:52	5:54	5:55	5:57	5:59	6:01	6:03	6:05	—	—	—	—	—	—	—	—
5:57	5:59	6:00	6:02	6:04	6:06	—	—	6:08	6:10	6:11	6:13	6:16	6:18	6:22	6:26
6:03	6:05	6:06	6:08	6:10	6:12	6:14	6:16	—	—	—	—	—	—	—	—
6:07	6:09	6:10	6:12	6:14	6:16	—	—	6:18	6:20	6:21	6:23	6:26	6:28	6:32	6:36
6:13	6:15	6:16	6:18	6:20	6:22	6:24	6:26	—	—	—	—	—	—	—	—
6:17	6:19	6:20	6:22	6:24	6:26	—	—	6:28	6:30	6:31	6:33	6:36	6:38	6:42	6:46
6:20	6:22	6:23	6:25	6:27	6:29	6:31	6:33	—	—	—	—	—	—	—	—
6:25	6:27	6:28	6:30	6:32	6:34	—	—	6:36	6:38	6:39	6:41	6:44	6:46	6:50	6:54
Trains Scheduled Every: 5 minutes / 10 minutes / 10 minutes															
8:35	8:37	8:38	8:40	8:42	8:44	—	—	8:46	8:48	8:49	8:51	8:54	8:56	9:00	9:04
8:40	8:42	8:43	8:45	8:47	8:49	8:51	8:53	—	—	—	—	—	—	—	—
8:46	8:48	8:49	8:51	8:53	8:55	—	—	8:57	8:59	9:00	9:02	9:05	9:07	9:12	9:16
8:52	8:54	8:55	8:57	8:59	9:01	—	—	9:03	9:05	—	—	—	—	—	—
8:58	9:00	9:01	9:03	9:05	9:07	—	—	9:09	9:11	9:12	9:14	9:17	9:19	9:24	9:28
9:05	9:07	9:08	9:10	9:12	9:14	9:16	9:18	—	—	—	—	—	—	—	—
9:11	9:13	9:14	9:16	9:18	9:20	—	—	9:22	9:24	9:25	9:27	9:30	9:32	9:36	9:40
9:17	9:19	9:20	9:22	9:24	9:26	9:28	9:30	—	—	—	—	—	—	—	—
9:23	9:25	9:26	9:28	9:30	9:32	—	—	9:34	9:36	9:37	9:39	9:42	9:44	9:48	9:52
9:27	9:31	9:32	9:34	9:36	9:38	9:40	9:42	—	—	—	—	—	—	—	—
9:35	9:37	9:38	9:40	9:42	9:44	—	—	9:46	9:48	9:49	9:51	9:54	9:56	10:00	10:04
9:41	9:43	9:44	9:46	9:48	9:50	9:52	9:54	—	—	—	—	—	—	—	—
9:47	9:49	9:50	9:52	9:54	9:56	—	—	9:58	10:00	10:01	10:03	10:06	10:08	10:12	10:16
9:53	9:55	9:56	9:58	10:00	10:02	10:04	10:06	—	—	—	—	—	—	—	—
9:59	10:01	10:02	10:04	10:06	10:08	—	—	10:10	10:12	10:13	10:15	10:18	10:20	10:24	10:28
10:05	10:07	10:08	10:10	10:12	10:14	10:16	10:18	—	—	—	—	—	—	—	—
10:11	10:13	10:14	10:16	10:18	10:20	—	—	10:22	10:24	10:25	10:27	10:30	10:32	10:36	10:40
10:17	10:19	10:20	10:22	10:24	10:26	10:28	10:30	—	—	—	—	—	—	—	—
10:23	10:25	10:26	10:28	10:30	10:32	—	—	10:34	10:36	10:37	10:39	10:42	10:44	10:48	10:52
10:29	10:31	10:32	10:34	10:36	10:38	10:40	10:42	—	—	—	—	—	—	—	—
10:35	10:37	10:38	10:40	10:42	10:44	—	—	10:46	10:48	10:49	10:51	10:54	10:56	11:00	11:04
10:41	10:43	10:44	10:46	10:48	10:50	10:52	10:54	—	—	—	—	—	—	—	—
10:47	10:49	10:50	10:52	10:54	10:56	—	—	10:58	11:00	11:01	11:03	11:06	11:08	11:12	11:16
10:53	10:55	10:56	10:58	11:00	11:02	11:04	11:06	—	—	—	—	—	—	—	—
10:59	11:01	11:02	11:04	11:06	11:08	—	—	11:10	11:12	11:13	11:15	11:18	11:20	11:24	11:28
11:05	11:07	11:08	11:10	11:12	11:14	11:16	11:18	—	—	—	—	—	—	—	—
11:11	11:13	11:14	11:16	11:18	11:20	—	—	11:22	11:24	11:25	11:27	11:30	11:32	11:36	11:40
11:17	11:19	11:20	11:22	11:24	11:26	11:28	11:30	—	—	—	—	—	—	—	—
11:23	11:25	11:26	11:28	11:30	11:32	—	—	11:34	11:36	11:37	11:39	11:42	11:44	11:48	11:52
11:29	11:31	11:32	11:34	11:36	11:38	11:40	11:42	—	—	—	—	—	—	—	—
11:35	11:37	11:38	11:40	11:42	11:44	—	—	11:46	11:48	11:49	11:51	11:54	11:56	11:59	12:04P
11:41	11:43	11:44	11:46	11:48	11:50	11:52	11:54	—	—	—	—	—	—	—	—
11:47	11:49	11:50	11:52	11:54	11:56	—	—	11:58	11:59	12:01P	12:02P	12:04P	12:06P	12:10P	12:14
11:53	11:55	11:56	11:58	11:59	12:01P	12:02P	12:04P	—	—	—	—	—	—	—	—
11:59	12:01P	12:02P	12:04P	12:06P	12:08	—	—	12:10P	12:12P	12:13	12:15	12:18	12:20	12:24	12:28
12:05P	12:07	12:08	12:10	12:12	12:14	12:16	12:18	—	—	—	—	—	—	—	—
12:11	12:13	12:14	12:16	12:18	12:20	—	—	12:22	12:24	12:25	12:27	12:30	12:32	12:36	12:40
12:17	12:19	12:20	12:22	12:24	12:26	12:28	12:30	—	—	—	—	—	—	—	—
12:23	12:25	12:26	12:28	12:30	12:32	—	—	12:34	12:36	12:37	12:39	12:42	12:44	12:48	12:52
12:29	12:31	12:32	12:34	12:36	12:38	12:40	12:42	—	—	—	—	—	—	—	—
12:35	12:37	12:38	12:40	12:42	12:44	—	—	12:46	12:48	12:49	12:51	12:54	12:56	1:00	1:04
12:41	12:43	12:44	12:46	12:48	12:50	12:52	12:54	—	—	—	—	—	—	—	—
12:47	12:49	12:50	12:52	12:54	12:56	—	—	12:58	1:00	1:01	1:03	1:06	1:08	1:14	1:18
12:53	12:55	12:56	12:58	1:00	1:02	1:04	1:06	—	—	—	—	—	—	—	—
12:59	1:01	1:02	1:04	1:06	1:08	—	—	1:10	1:12	1:13	1:15	1:18	1:20	1:24	1:28
1:05	1:07	1:08	1:10	1:12	1:14	1:16	1:18	—	—	—	—	—	—	—	—
1:11	1:13	1:14	1:16	1:18	1:20	—	—	1:22	1:24	1:25	1:27	1:30	1:32	1:36	1:40
1:17	1:19	1:20	1:22	1:24	1:26	1:28	1:30	—	—	—	—	—	—	—	—
1:23	1:25	1:26	1:28	1:30	1:32	—	—	1:34	1:36	1:37	1:39	1:42	1:44	1:48	1:52
1:29	1:31	1:32	1:34	1:36	1:38	1:40	1:42	—	—	—	—	—	—	—	—
1:35	1:37	1:38	1:40	1:42	1:44	—	—	1:46	1:48	1:49	1:51	1:54	1:56	2:00	2:04
1:41	1:43	1:44	1:46	1:48	1:50	1:52	1:54	—	—	—	—	—	—	—	—
1:47	1:49	1:50	1:52	1:54	1:56	—	—	1:58	2:00	2:01	2:03	2:06	2:08	2:13	2:17
1:52	1:54	1:55	1:57	1:59	2:01	2:03	2:05	—	—	—	—	—	—	—	—
1:59	2:01	2:02	2:04	2:06	2:08	—	—	2:10	2:12	2:13	2:15	2:18	2:20	2:26	2:30
2:05	2:07	2:08	2:10	2:12	2:14	2:16	2:18	—	—	—	—	—	—	—	—
2:11	2:13	2:14	2:16	2:18	2:20	—	—	2:22	2:24	2:25	2:27	2:30	2:32	2:37	2:41
2:17	2:19	2:20	2:22	2:24	2:26	2:28	2:30	—	—	—	—	—	—	—	—
2:23	2:25	2:26	2:28	2:30	2:32	—	—	2:34	2:36	2:37	2:39	2:42	2:44	2:48	2:52
2:29	2:31	2:32	2:34	2:36	2:38	2:40	2:42	—	—	—	—	—	—	—	—
2:35	2:37	2:38	2:40	2:42	2:44	—	—	2:46	2:48	2:49	2:51	2:54	2:56	3:01	3:05
2:41	2:43	2:44	2:46	2:48	2:50	2:52	2:54	—	—	—	—	—	—	—	—
2:47	2:49	2:50	2:52	2:54	2:56	—	—	2:58	3:00	3:01	3:03	3:06	3:08	3:12	3:16
2:53	2:55	2:56	2:58	3:00	3:02	3:04	3:06	—	—	—	—	—</			

Saturday, Sunday & Holiday

Effective Dec 16 2018

Red & Purple Lines

Eastbound Al Este (Approximate Times/Tiempos Aproximados)

Red Line Stations					Purple Line Stations							Downtown LA			
North Hollywood	Universal City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Civic Center/Grand Park	Union Station
4:32A	4:36A	4:40A	4:42A	4:44A	4:46A	4:47A	4:49A	4:40A	4:42A	4:44A	4:46A	4:48A	4:49A	4:50A	4:53A
4:52	4:56	5:00	5:02	5:04	5:06	5:07	5:09	4:58	5:00	5:02	5:04	5:06	5:07	5:08	5:11
5:12	5:16	5:20	5:22	5:24	5:26	5:27	5:29	5:18	5:20	5:22	5:24	5:26	5:27	5:28	5:31
5:32	5:36	5:40	5:42	5:44	5:46	5:47	5:49	5:38	5:40	5:42	5:44	5:46	5:47	5:48	5:51
5:52	5:56	6:00	6:02	6:04	6:06	6:07	6:09	5:58	6:00	6:02	6:04	6:06	6:07	6:08	6:11
6:12	6:16	6:20	6:22	6:24	6:26	6:27	6:29	6:18	6:20	6:22	6:24	6:26	6:27	6:28	6:31
6:32	6:36	6:40	6:42	6:44	6:46	6:47	6:49	6:38	6:40	6:42	6:44	6:46	6:47	6:48	6:51
6:52	6:56	7:00	7:02	7:04	7:06	7:07	7:09	6:58	7:00	7:02	7:04	7:06	7:07	7:08	7:11
7:12	7:16	7:20	7:22	7:24	7:26	7:27	7:29	7:18	7:20	7:22	7:24	7:26	7:27	7:28	7:31
7:32	7:36	7:40	7:42	7:44	7:46	7:47	7:49	7:38	7:40	7:42	7:44	7:46	7:47	7:48	7:51
7:52	7:56	8:00	8:02	8:04	8:06	8:07	8:09	7:58	8:00	8:02	8:04	8:06	8:07	8:08	8:11
8:11	8:15	8:19	8:21	8:23	8:25	8:26	8:28	8:18	8:20	8:22	8:24	8:26	8:27	8:28	8:31
8:29	8:33	8:37	8:39	8:41	8:43	8:44	8:46	8:36	8:38	8:40	8:42	8:44	8:45	8:46	8:49
8:44	8:48	8:52	8:54	8:56	8:58	8:59	9:01	8:53	8:55	8:57	8:59	9:01	9:02	9:03	9:06
8:57	9:01	9:05	9:07	9:09	9:11	9:12	9:14	9:06	9:08	9:10	9:12	9:14	9:15	9:16	9:19
9:12	9:16	9:20	9:22	9:24	9:26	9:27	9:29	9:21	9:23	9:25	9:27	9:29	9:30	9:31	9:34
9:27	9:31	9:35	9:37	9:39	9:41	9:42	9:44	9:36	9:38	9:40	9:42	9:44	9:45	9:46	9:49
9:42	9:46	9:50	9:52	9:54	9:56	9:57	9:59	9:51	9:53	9:55	9:57	9:59	10:00	10:01	10:04
9:56	10:00	10:04	10:06	10:08	10:10	10:11	10:13	10:05	10:07	10:09	10:11	10:13	10:14	10:15	10:18
10:10	10:14	10:18	10:20	10:22	10:24	10:25	10:27	10:19	10:21	10:23	10:25	10:27	10:28	10:29	10:32
10:24	10:28	10:32	10:34	10:36	10:38	10:39	10:41	10:33	10:35	10:37	10:39	10:41	10:42	10:43	10:46
10:36	10:40	10:44	10:46	10:48	10:50	10:51	10:53	10:46	10:48	10:50	10:52	10:54	10:55	10:56	10:59
10:48	10:52	10:56	10:58	11:00	11:02	11:03	11:05	10:58	11:00	11:02	11:04	11:06	11:07	11:08	11:11
11:00	11:04	11:08	11:10	11:12	11:14	11:15	11:17	11:10	11:12	11:14	11:16	11:18	11:19	11:20	11:23
11:12	11:16	11:20	11:22	11:24	11:26	11:27	11:29	11:22	11:24	11:26	11:28	11:30	11:31	11:32	11:35
11:24	11:28	11:32	11:34	11:36	11:38	11:39	11:41	11:34	11:36	11:38	11:40	11:42	11:43	11:44	11:47
								11:46	11:48	11:50	11:52	11:54	11:55	11:56	11:59
Trains Scheduled Every: 12 minutes					12 minutes							6 minutes			
5:48P	5:52P	5:56P	5:58P	6:00P	6:02P	6:03P	6:05P	5:58P	6:00P	6:02P	6:04P	6:06P	6:07P	6:08P	6:11P
6:00	6:04	6:08	6:10	6:12	6:14	6:15	6:17	6:10	6:12	6:14	6:16	6:18	6:19	6:20	6:23
6:12	6:16	6:20	6:22	6:24	6:26	6:27	6:29	6:22	6:24	6:26	6:28	6:30	6:31	6:32	6:35
6:24	6:28	6:32	6:34	6:36	6:38	6:39	6:41	6:34	6:36	6:38	6:40	6:42	6:43	6:44	6:47
6:36	6:40	6:44	6:46	6:48	6:50	6:51	6:53	6:46	6:48	6:50	6:52	6:54	6:55	6:56	6:59
6:49	6:53	6:57	6:59	7:01	7:03	7:04	7:06	6:58	7:00	7:02	7:04	7:06	7:07	7:08	7:11
7:03	7:07	7:11	7:13	7:15	7:17	7:18	7:20	7:12	7:14	7:16	7:18	7:20	7:21	7:22	7:25
7:17	7:21	7:25	7:27	7:29	7:31	7:32	7:34	7:26	7:28	7:30	7:32	7:34	7:35	7:36	7:39
7:31	7:35	7:39	7:41	7:43	7:45	7:46	7:48	7:40	7:42	7:44	7:46	7:48	7:49	7:50	7:53
7:43	7:47	7:51	7:53	7:55	7:57	7:58	8:00	7:55	7:57	7:59	8:01	8:03	8:04	8:05	8:08
7:55	7:59	8:03	8:05	8:07	8:09	8:10	8:12	8:08	8:10	8:12	8:14	8:16	8:17	8:18	8:21
8:02	8:06	8:10	8:12	8:14	8:16	8:17	8:19	8:28	8:30	8:32	8:34	8:36	8:37	8:38	8:41
8:09	8:13	8:17	8:19	8:21	8:23	8:24	8:26	8:48	8:50	8:52	8:54	8:56	8:57	8:58	9:01
8:22	8:26	8:30	8:32	8:34	8:36	8:37	8:39	9:08	9:10	9:12	9:14	9:16	9:17	9:18	9:21
8:42	8:46	8:50	8:52	8:54	8:56	8:57	8:59	9:22	9:24	9:26	9:28	9:30	9:31	9:32	9:35
9:02	9:06	9:10	9:12	9:14	9:16	9:17	9:19								
Trains Scheduled Every: 20 minutes					20 minutes							10 minutes			
All service after 9:00PM is subject to minor delays for system maintenance. <i>Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenimiento a la sistema.</i>															
12:22A	12:26A	12:30A	12:32A	12:34A	12:36A	12:37A	12:39A	12:28A	12:30A	12:32A	12:34A	12:36A	12:37A	12:38A	12:41A
12:42	12:46	12:50	12:52	12:54	12:56	12:57	12:59			1:02	1:04	1:06	1:07	1:08	1:11
1:02	1:06	1:10	1:12	1:14	1:16	1:17	1:19			1:22	1:24	1:26	1:27	1:28	1:31

See Friday Late Night and Saturday Late Night Only

Saturday, Sunday & Holiday

Effective Dec 16 2018

Red & Purple Lines

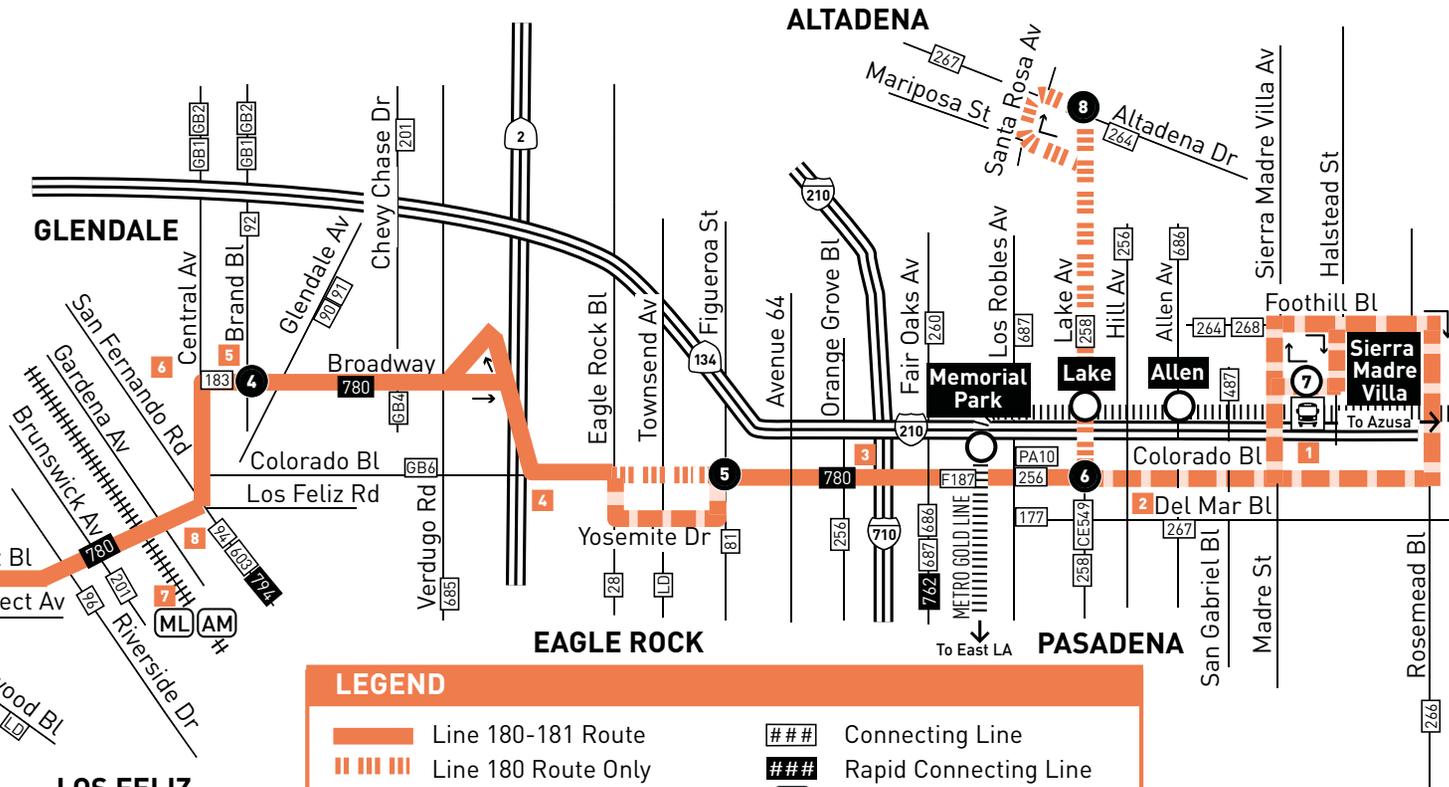
Westbound Al Oeste (Approximate Times/Tiempos Aproximados)

DOWNTOWN LA	LOS ANGELES										HOLLYWOOD	UNIVERSAL CITY	NORTH HOLLYWOOD		
Red Line Stations	Purple Line Stations														
Union Station	Civic Center/Grand Park	Pershing Square	7th St/Metro Center	Westlake/MacArthur Park	Wilshire/Vermont	Wilshire/Normandie	Wilshire/Western	Vermont/Beverly	Vermont/Santa Monica	Vermont/Sunset	Hollywood/Western	Hollywood/Vine	Hollywood/Highland	Universal/Studio City	North Hollywood
4:10A	4:12A	4:13A	4:15A	4:17A	4:19A	—	—	4:21A	4:23A	4:24A	4:26A	4:29A	4:31A	4:35A	4:39A
4:31	4:33	4:34	4:36	4:38	4:40	—	—	4:42	4:44	4:45	4:47	4:50	4:52	4:56	5:00
4:51	4:53	4:54	4:56	4:58	5:00	—	—	5:02	5:04	5:05	5:07	5:10	5:12	5:16	5:20
5:01	5:03	5:04	5:06	5:08	5:10	5:12A	5:14A	—	—	—	—	—	—	—	—
5:11	5:13	5:14	5:16	5:18	5:20	—	—	5:22	5:24	5:25	5:27	5:30	5:32	5:36	5:40
5:21	5:23	5:24	5:26	5:28	5:30	5:32	5:34	—	—	—	—	—	—	—	—
5:31	5:33	5:34	5:36	5:38	5:40	—	—	5:42	5:44	5:45	5:47	5:50	5:52	5:56	6:00
5:41	5:43	5:44	5:46	5:48	5:50	5:52	5:54	—	—	—	—	—	—	—	—
5:51	5:53	5:54	5:56	5:58	6:00	—	—	6:02	6:04	6:05	6:07	6:10	6:12	6:16	6:20
6:01	6:03	6:04	6:06	6:08	6:10	6:12	6:14	—	—	—	—	—	—	—	—
6:11	6:13	6:14	6:16	6:18	6:20	—	—	6:22	6:24	6:25	6:27	6:30	6:32	6:36	6:40
6:21	6:23	6:24	6:26	6:28	6:30	6:32	6:34	—	—	—	—	—	—	—	—
6:31	6:33	6:34	6:36	6:38	6:40	—	—	6:42	6:44	6:45	6:47	6:50	6:52	6:56	7:00
6:41	6:43	6:44	6:46	6:48	6:50	6:52	6:54	—	—	—	—	—	—	—	—
6:51	6:53	6:54	6:56	6:58	7:00	—	—	7:02	7:04	7:05	7:07	7:10	7:12	7:16	7:20
7:01	7:03	7:04	7:06	7:08	7:10	7:12	7:14	—	—	—	—	—	—	—	—
7:11	7:13	7:14	7:16	7:18	7:20	—	—	7:22	7:24	7:25	7:27	7:30	7:32	7:36	7:40
7:21	7:23	7:24	7:26	7:28	7:30	7:32	7:34	—	—	—	—	—	—	—	—
7:31	7:33	7:34	7:36	7:38	7:40	—	—	7:42	7:44	7:45	7:47	7:50	7:52	7:56	8:00
7:41	7:43	7:44	7:46	7:48	7:50	7:52	7:54	—	—	—	—	—	—	—	—
7:51	7:53	7:54	7:56	7:58	8:00	—	—	8:02	8:04	8:05	8:07	8:10	8:12	8:16	8:20
7:58	8:00	8:01	8:03	8:05	8:07	8:09	8:11	—	—	—	—	—	—	—	—
8:05	8:07	8:08	8:10	8:12	8:14	—	—	8:16	8:18	8:19	8:21	8:24	8:26	8:30	8:34
8:11	8:13	8:14	8:16	8:18	8:20	—	—	8:22	8:24	8:25	8:27	8:30	8:32	8:36	8:40
8:18	8:20	8:21	8:23	8:25	8:27	8:29	8:31	—	—	—	—	—	—	—	—
8:26	8:28	8:29	8:31	8:33	8:35	—	—	8:37	8:39	8:40	8:42	8:45	8:47	8:51	8:55
8:33	8:35	8:36	8:38	8:40	8:42	8:44	8:46	—	—	—	—	—	—	—	—
8:41	8:43	8:44	8:46	8:48	8:50	—	—	8:52	8:54	8:55	8:57	9:00	9:02	9:06	9:10
8:48	8:50	8:51	8:53	8:55	8:57	8:59	9:01	—	—	—	—	—	—	—	—
8:56	8:58	8:59	9:01	9:03	9:05	—	—	9:07	9:09	9:10	9:12	9:15	9:17	9:21	9:25
9:03	9:05	9:06	9:08	9:10	9:12	9:14	9:16	—	—	—	—	—	—	—	—
9:11	9:13	9:14	9:16	9:18	9:20	—	—	9:22	9:24	9:25	9:27	9:30	9:32	9:36	9:40
9:18	9:20	9:21	9:23	9:25	9:27	9:29	9:31	—	—	—	—	—	—	—	—
9:25	9:27	9:28	9:30	9:32	9:34	—	—	9:36	9:38	9:39	9:41	9:44	9:46	9:50	9:54
9:32	9:34	9:35	9:37	9:39	9:41	9:43	9:45	—	—	—	—	—	—	—	—
9:39	9:41	9:42	9:44	9:46	9:48	—	—	9:50	9:52	9:53	9:55	9:58	10:00	10:04	10:08
9:46	9:48	9:49	9:51	9:53	9:55	9:57	9:59	—	—	—	—	—	—	—	—
9:53	9:55	9:56	9:58	10:00	10:02	—	—	10:04	10:06	10:07	10:09	10:12	10:14	10:18	10:22
10:00	10:02	10:03	10:05	10:07	10:09	10:11	10:13	—	—	—	—	—	—	—	—
10:07	10:09	10:10	10:12	10:14	10:16	—	—	10:18	10:20	10:21	10:23	10:26	10:28	10:32	10:36
10:14	10:16	10:17	10:19	10:21	10:23	10:25	10:27	—	—	—	—	—	—	—	—
10:21	10:23	10:24	10:26	10:28	10:30	—	—	10:32	10:34	10:35	10:37	10:40	10:42	10:46	10:50
10:28	10:30	10:31	10:33	10:35	10:37	10:39	10:41	—	—	—	—	—	—	—	—
10:35	10:37	10:38	10:40	10:42	10:44	—	—	10:46	10:48	10:49	10:51	10:54	10:56	11:00	11:04
10:42	10:44	10:45	10:47	10:49	10:51	10:53	10:55	—	—	—	—	—	—	—	—
10:48	10:50	10:51	10:53	10:55	10:57	—	—	10:59	11:01	11:02	11:04	11:07	11:09	11:13	11:17
10:54	10:56	10:57	10:59	11:01	11:03	11:05	11:07	—	—	—	—	—	—	—	—
11:00	11:02	11:03	11:05	11:07	11:09	—	—	11:11	11:13	11:14	11:16	11:19	11:21	11:25	11:29
11:06	11:08	11:09	11:11	11:13	11:15	11:17	11:19	—	—	—	—	—	—	—	—
11:12	11:14	11:15	11:17	11:19	11:21	—	—	11:23	11:25	11:26	11:28	11:31	11:33	11:37	11:41
11:18	11:20	11:21	11:23	11:25	11:27	11:29	11:31	—	—	—	—	—	—	—	—
11:24	11:26	11:27	11:29	11:31	11:33	—	—	11:35	11:37	11:38	11:40	11:43	11:45	11:49	11:53
11:30	11:32	11:33	11:35	11:37	11:39	11:41	11:43	—	—	—	—	—	—	—	—
11:36	11:38	11:39	11:41	11:43	11:45	—	—	11:47	11:49	11:50	11:52	11:55	11:57	12:01P	12:05P
11:42	11:44	11:45	11:47	11:49	11:51	11:53	11:55	—	—	—	—	—	—	—	—
11:48	11:50	11:51	11:53	11:55	11:57	—	—	11:59	12:01P	12:02P	12:04P	12:07P	12:09P	12:13	12:17
11:54	11:56	11:57	11:59	12:01P	12:03P	12:05P	12:07P	—	—	—	—	—	—	—	—
11:59	12:02P	12:03P	12:05P	12:07	12:09	—	—	12:11P	12:13	12:14	12:16	12:19	12:21	12:25	12:29
12:06P	12:08	12:09	12:11	12:13	12:15	12:17	12:19	—	—	—	—	—	—	—	—
Trains Scheduled Every: 6 minutes				12 minutes				12 minutes				12 minutes			
5:18	5:20	5:21	5:23	5:25	5:27	5:29	5:31	—	—	—	—	—	—	—	—
5:24	5:26	5:27	5:29	5:31	5:33	—	—	5:35	5:37	5:38	5:40	5:43	5:45	5:49	5:53
5:30	5:32	5:33	5:35	5:37	5:39	5:41	5:43	—	—	—	—	—	—	—	—
5:36	5:38	5:39	5:41	5:43	5:45	—	—	5:47	5:49	5:50	5:52	5:55	5:57	6:01	6:05
5:42	5:44	5:45	5:47	5:49	5:51	5:53	5:55	—	—	—	—	—	—	—	—
5:48	5:50	5:51	5:53	5:55	5:57	—	—	5:59	6:01	6:02	6:04	6:07	6:09	6:13	6:17
5:54	5:56	5:57	5:59	6:01	6:03	6:05	6:07	—	—	—	—	—	—	—	—
6:00	6:02	6:03	6:05	6:07	6:09	—	—	6:11	6:13	6:14	6:16	6:19	6:21	6:25	6:29
6:06	6:08	6:09	6:11	6:13	6:15	6:17	6:19	—	—	—	—	—	—	—	—
6:12	6:14	6:15	6:17	6:19	6:21	—	—	6:23	6:25	6:26	6:28	6:31	6:33	6:37	6:41
6:18	6:20	6:21	6:23	6:25	6:27	6:29	6:31	—	—	—	—	—	—	—	—
6:24	6:26	6:27	6:29	6:31	6:33	—	—	6:35	6:37	6:38	6:40	6:43	6:45	6:49	6:53
6:30	6:32	6:33	6:35	6:37	6:39	6:41	6:43	—	—	—	—	—	—	—	—
6:36	6:38	6:39	6:41	6:43	6:45	—	—	6:47	6:49	6:50	6:52	6:55	6:57	7:01	7:05
6:43	6:45	6:46	6:48	6:50	6:52	6:54	6:56	—	—	—	—	—	—	—	—
6:50	6:52	6:53	6:55	6:57	6:59	—	—	7:01	7:03	7:04	7:06	7:09	7:11	7:15	7:19
6:57	6:59	7:00	7:02	7:04	7:06	7:08	7:10	—	—	—	—	—	—	—	—
7:04	7:06	7:07	7:09	7:11	7:13	—	—	7:15	7:17	7:18	7:20	7:23	7:25	7:29	7:33
7:10	7:12	7:13	7:15	7:17	7:19	7:21	7:23	—	—	—	—	—	—	—	—
7:16	7:18	7:19	7:21	7:23	7:25	—	—	7:27	7:29	7:30	7:32	7:35	7:37	7:41	7:45
7:23	7:25	7:26	7:28	7:30	7:32	7:34	7:36	—	—	—	—	—	—	—	—
7:29	7:31	7:32	7:34	7:36	7:38	—	—	7:40	7:42	7:43	7:45	7:48	7:50	7:54	7:58
7:36	7:38	7:39	7:41	7:43	7:45	7:47	7:49	—	—	—	—	—	—	—	—
7:43	7:45	7:46	7:48	7:50	7:52	—	—	7:54	7:56	7:57	7:59	8:02	8:04	8:08	8:12
7:50	7:52	7:53	7:55	7:57	7:59	8:01	8:03	—	—	—	—	—	—	—	—
8:01	8:03	8:04	8:06	8:08	8:10	—	—	8:12	8:14	8:15	8:17	8:20	8:22	8:26	8:30
8:11	8:13	8:14	8:16	8:18	8:20	8:22	8:24	—	—	—	—	—	—	—	—
8															

ROUTE MAP

MAP NOTES

- 1 Sierra Madre Villa Gold Line Station**
Metro 181, 264, 266, 268, 487; F187; PT31/32, PT40, PT60
- 2 Pasadena City College**
- 3 Norton Simon Museum**
- 4 Eagle Rock Plaza**
- 5 The Americana at Brand**
- 6 Glendale Galleria**
- 7 Glendale Metrolink Station**
Metrolink Antelope Valley and Ventura County Lines; Amtrak
- 8 Glendale Transportation Center**
Metro 183; GB 1, 2, 11, 12
- 9 Hollywood/Vine Station**
Metro Red Line, 180, 181, 210, 212, 217, 222, 312, 780; DASH



LEGEND

	Line 180-181 Route		Connecting Line
	Line 180 Route Only		Rapid Connecting Line
	Line 181 Route Only		Metrolink
	Local Stop Timepoint		Amtrak
	Metro Rail	FT	Foothill Transit
	Metro Rail Station	GB	Glendale Beeline
	Metro Rail Station & Timepoint	CE	LA DOT Commuter Express
	Transit Center	LD	LADOT DASH
	Map Notes (see inset)	PT	Pasadena Transit



Monday through Friday
Effective Dec 16 2018

180/181

Eastbound (Approximate Times)

Route	Hollywood/Vine Red Line Station	Vermont & Prospect	Broadway & Brand	COLLEGE	EAGLE ROCK	SARASOTA	SIERRA MADRE VILLA Gold Line Station	ATTADENA & Lake
181	4:50A	5:00A	5:18A	5:48	5:37A	5:49A	6:02A	6:31A
181	5:19	5:30	5:48	6:12	6:34	6:47	7:03	7:16
181	5:42	5:53	6:12	6:36	6:46	7:00	7:16	7:32
181	6:11	6:23	6:44	7:08	7:23	7:39	7:52	8:09
181	6:40	6:53	7:16	7:42	7:59	8:16	8:26	8:42
181	6:55	7:08	7:32	7:58	8:15	8:31	8:41	8:58
181	7:10	7:23	7:48	8:13	8:30	8:48	9:01	9:18
181	7:24	7:38	7:64	8:39	8:56	9:14	9:28	9:48
181	7:59	7:53	8:49	9:13	9:30	9:48	9:58	10:14
181	7:54	8:08	9:04	9:28	9:45	9:61	10:05	10:21
181	8:09	8:23	8:49	9:24	9:48	10:05	10:25	10:41
181	8:24	8:38	9:04	9:24	9:48	10:07	10:27	10:43
181	8:42	8:56	9:24	9:48	10:07	10:27	10:47	11:03
181	9:02	9:16	9:44	10:08	10:32	10:49	11:09	11:29
181	9:27	9:42	10:12	10:37	10:54	11:14	11:34	11:54
181	9:57	10:12	10:42	11:07	11:24	11:44	12:04	12:24
181	10:54	11:13	11:45	12:09	12:29	12:49	13:09	13:29
181	11:26	11:43	12:16	12:42	13:01	13:21	13:41	14:01
181	11:55	12:12	12:47	13:13	13:33	13:53	14:13	14:33
181	12:25	12:43	13:17	13:43	14:03	14:23	14:43	15:03
181	12:55	1:07	1:37	1:57	2:17	2:37	2:57	3:17
180	1:49	1:63	2:00	2:20	2:40	2:60	2:80	3:00
180	2:04	2:07	2:40	2:59	3:19	3:39	3:59	4:19
180	2:24	2:40	3:00	3:29	3:49	4:09	4:29	4:49
180	2:42	2:57	3:25	3:45	4:05	4:25	4:45	4:65
180	3:09	3:24	3:52	4:12	4:32	4:52	5:12	5:32
180	3:34	3:48	4:28	4:48	5:08	5:28	5:48	6:08
180	3:59	4:13	4:58	5:18	5:38	5:58	6:18	6:38
180	4:04	4:19	4:59	5:19	5:39	5:59	6:19	6:39
180	4:24	4:38	5:29	5:49	6:09	6:29	6:49	7:09
180	4:34	4:53	5:39	5:61	6:07	6:29	6:51	7:13
180	4:54	5:23	5:57	6:18	6:39	6:59	7:21	7:43
180	5:19	5:53	6:11	6:34	6:56	7:18	7:40	8:02
180	5:33	5:53	6:25	6:45	7:07	7:29	7:51	8:13
180	5:48	6:08	6:40	7:00	7:22	7:44	8:06	8:28
180	6:03	6:23	6:55	7:14	7:37	7:59	8:21	8:43
180	6:23	6:43	7:15	7:34	7:57	8:19	8:41	9:03
180	6:48	7:05	7:35	7:54	8:17	8:39	9:01	9:23
180	7:15	7:30	7:59	8:18	8:41	9:03	9:25	9:47
180	7:41	7:55	8:20	8:38	8:53	9:17	9:39	10:01
180	8:05	8:15	8:42	8:59	9:17	9:36	9:55	10:14
180	8:28	8:41	9:05	9:22	9:40	10:00	10:25	10:50
180	9:02	9:15	9:42	10:00	10:19	10:39	10:59	11:19
180	9:37	9:49	10:10	10:26	10:43	11:01	11:19	11:37
180	10:54	10:51	11:11	11:26	11:41	11:56	12:11	12:26
180	10:40	10:51	11:11	11:26	11:41	11:56	12:11	12:26
180	11:11	11:21	11:41	11:57	12:12	12:27	12:42	12:57
180	12:17A	12:24A	12:45A	12:58A	1:11A	1:24A	1:37A	1:50A
180	1:17	1:24	1:45	1:58	2:09	2:21	2:33	2:45
180	3:17	3:24	3:45	3:58	4:09	4:21	4:33	4:45
180	4:17	4:24	4:45	4:58	5:10	5:21	5:33	5:45

Saturday

180/181

Eastbound (Approximate Times)

Route	Hollywood/Vine Red Line Station	Vermont & Prospect	Broadway & Brand	COLLEGE	EAGLE ROCK	SARASOTA	SIERRA MADRE VILLA Gold Line Station	ATTADENA & Lake
181	4:59A	5:09A	5:25A	5:53	5:47A	5:59A	6:06A	6:36A
181	5:27	5:37	5:53	6:21	6:40	6:53	7:07	7:31
181	5:53	6:03	6:22	6:44	6:53	7:07	7:19	7:31
181	6:16	6:27	6:44	7:00	7:17	7:29	7:41	7:53
181	6:40	6:51	7:10	7:30	7:49	8:03	8:15	8:27
181	7:16	7:28	7:48	8:09	8:24	8:39	8:54	9:09
181	7:30	7:42	8:03	8:23	8:41	8:56	9:11	9:26
181	7:42	7:54	8:16	8:38	8:54	9:10	9:26	9:42
181	8:04	8:16	8:41	9:03	9:19	9:36	9:52	10:08
181	8:16	8:28	8:53	9:15	9:29	9:45	10:02	10:18
181	8:28	8:42	9:05	9:28	9:45	9:58	10:15	10:32
181	8:40	8:54	9:18	9:38	9:54	10:12	10:29	10:46
180	9:15	9:30	9:50	10:14	10:36	10:58	11:19	11:41
181	9:27	9:42	10:07	10:32	10:57	11:21	11:46	12:11
180	9:39	9:54	10:20	10:46	11:12	11:34	11:56	12:18
180	10:01	10:16	10:42	11:08	11:30	11:48	12:10	12:32
180	10:16	10:30	10:58	11:24	11:46	12:04	12:26	12:48
180	10:31	10:45	11:13	11:35	11:58	12:20	12:42	13:04
180	10:46	10:54	11:22	11:51	12:11	12:31	12:51	13:11
181	11:01	11:18	11:50	12:19	12:33	12:53	13:13	13:33
181	11:13	11:30	12:00	12:29	12:49	13:09	13:29	13:49
181	11:27	11:44	12:14	12:38	12:58	13:18	13:38	13:58
181	11:49	12:04	12:40	13:04	13:24	13:44	14:04	14:24
180	12:09	12:18	12:54	13:14	13:34	13:54	14:14	14:34
180	12:12	12:20	12:56	13:16	13:36	13:56	14:16	14:36
180	12:27	12:54	1:28	1:52	2:02	2:20	2:38	2:56
180	12:49	1:06	1:40	2:00	2:20	2:39	2:59	3:19
181	1:01	1:18	1:52	2:18	2:38	2:56	3:14	3:32
181	1:13	1:30	2:04	2:24	2:44	2:64	2:84	3:04
180	1:25	1:42	2:14	2:39	2:59	3:14	3:32	3:50
180	1:49	2:04	2:40	3:02	3:24	3:46	4:08	4:30
181	2:05	2:18	2:56	3:16	3:36	3:56	4:16	4:36
181	2:13	2:30	3:04	3:30	3:50	4:10	4:30	4:50
180	2:27	2:54	3:28	3:51	4:11	4:31	4:51	5:11
181	2:49	3:01	3:41	4:07	4:27	4:45	5:05	5:25
180	3:00	3:17	3:52	4:14	4:37	4:57	5:17	5:37
181	3:13	3:29	4:04	4:26	4:47	5:05	5:25	5:45
181	3:24	3:41	4:14	4:42	5:02	5:20	5:40	6:00
181	3:34	3:53	4:28	4:56	5:14	5:34	5:54	6:14
180	3:48	4:05	4:40	5:03	5:22	5:42	6:02	6:22
181	4:09	4:27	4:53	5:18	5:38	5:56	6:16	6:36
180	4:12	4:29	5:03	5:25	5:48	6:08	6:28	6:48
181	4:39	4:54	5:29	5:55	6:14	6:31	6:49	7:07
180	4:54	5:11	5:44	6:00	6:19	6:38	6:57	7:16
180	5:09	5:24	5:58	6:21	6:40	7:00	7:19	7:38
181	5:25	5:42	6:14	6:39	6:58	7:15	7:34	7:53
180	5:43	6:00	6:31	6:52	7:10	7:28	7:43	8:02
181	6:02	6:18	6:48	7:11	7:28	7:43	8:02	8:21
180	6:20	6:34	7:05	7:26	7:43	8:01	8:17	8:32
181	6:38	6:54	7:22	7:45	8:01	8:17	8:32	8:48
180	6:57	7:13	7:41	8:01	8:17	8:32	8:48	9:04
181	7:19	7:34	8:01	8:22	8:38	8:53	9:09	9:24
180	7:40	7:54	8:20	8:40	8:56	9:12	9:28	9:44
181	8:03	8:19	8:42	9:00	9:16	9:32	9:48	10:04
180	8:24	8:42	9:05	9:23	9:41	9:57	10:15	10:33
181	9:02	9:17	9:43	10:01	10:16	10:31	10:46	11:01
180	9:37	9:49	10:10	10:26	10:39	10:54	11:09	11:24

For Late Night Service, refer to Monday through Friday Schedule

Sunday & Holiday

180/181

Eastbound (Approximate Times)

Route	Hollywood/Vine Red Line Station	Vermont & Prospect	Broadway & Brand	COLLEGE	EAGLE ROCK	SARASOTA	SIERRA MADRE VILLA Gold Line Station	ATTADENA & Lake
181	4:59A	5:09A	5:25A	5:53	5:47A	5:59A	6:06A	6:36A
181	5:27	5:37	5:53	6:21	6:40	6:53	7:07	7:31
181	5:53	6:03	6:22	6:44	6:53	7:07	7:19	7:31
181	6:16	6:27	6:44	7:00	7:17	7:29	7:41	7:53
181	6:40	6:51	7:10	7:30	7:49	8:03	8:15	8:27
181	7:16	7:28	7:48	8:09	8:24	8:39	8:54	9:09
181	7:30	7:42	8:03	8:23	8:41	8:56	9:11	9:26
181	7:42	7:54	8:16	8:38	8:54	9:10	9:26	9:42
181	8:04	8:16	8:41	9:03	9:19	9:36	9:52	10:08
181	8:16	8:28	8:53	9:15	9:29	9:45	10:02	10:18
181	8:28	8:42	9:05	9:28	9:45	9:58	10:15	10:32
181	8:40	8:54	9:18	9:38	9:54	10:12	10:29	10:46
180	9:15	9:30	9:50	10:14	10:36	10:58	11:19	11:41
181	9:27	9:42	10:07	10:32	10:57	11:21	11:46	12:11
180	9:39	9:54	10:20	10:46	11:12	11:34	11:56	12:18
180	10:01	10:16	10:42	11:08	11:30	11:48	12:10	12:32
180	10:16	10:30	10:58	11:24	11:46	12:04	12:26	12:48
180	10:31	10:45	11:13	11:35	11:58	12:20	12:42	13:04
181	10:46	10:54	11:22	11:51	12:11	12:31	12:51	13:11
181	11:01	11:18	11:50	12:19	12:33	12:53	13:13	13:33
181	11:13	11:30	12:00	12:29	12:49	13:09	13:29	13:49
181	11:27	11:44	12:14	12:38	12:58	13:18	13:38	13:58
181	11:49	12:04						

Westbound (Approximate Times)

Route	ALTADENA	PASADENA	EAGLE ROCK		GLENDALE	HOLLYWOOD	
	Altadena & Lake	Sierra Madre Villa Gold Line Station	Colorado & Lake	Colorado & Figueroa	Broadway & Brand	Hollywood & New Hampshire	Hollywood/Vine Red Line Station
180	5:00A	5:03A	5:15A	5:13A	5:28A	5:38A	5:55A
181	5:25	5:28	5:36	5:34	5:47	5:57	6:15
180	5:52	5:56	6:04	6:02	6:13	6:23	6:40
181	6:19	6:23	6:31	6:29	6:40	6:50	7:07
180	6:45	6:49	6:57	6:55	7:06	7:16	7:33
181	7:15	7:19	7:27	7:25	7:36	7:46	7:63
180	7:42	7:46	7:54	7:52	8:03	8:13	8:30
181	8:14	8:18	8:26	8:24	8:35	8:45	8:62
180	8:24	8:28	8:36	8:34	8:45	8:55	9:12
181	9:24	9:28	9:36	9:34	9:45	9:55	10:12
180	10:18	10:22	10:30	10:28	10:39	10:49	10:66
181	11:14	11:18	11:26	11:24	11:35	11:45	12:02
180	12:13P	12:17	12:25	12:23	12:34	12:44	13:01
181	1:04	1:08	1:16	1:14	1:25	1:35	1:52
180	1:45	1:49	1:57	1:55	2:06	2:16	2:33
181	2:15	2:19	2:27	2:25	2:36	2:46	2:63
180	2:45	2:49	2:57	2:55	3:06	3:16	3:33
181	3:15	3:19	3:27	3:25	3:36	3:46	4:03
180	3:47	3:51	3:59	3:57	4:08	4:18	4:35
181	4:14	4:18	4:26	4:24	4:35	4:45	5:02
180	4:51	4:55	5:03	5:01	5:12	5:22	5:39
181	5:29	5:33	5:41	5:39	5:50	6:00	6:17
180	6:07	6:11	6:19	6:17	6:28	6:38	6:55
181	7:03	7:07	7:15	7:13	7:24	7:34	7:51
180	7:54	7:58	8:06	8:04	8:15	8:25	8:42
181	8:55	8:59	9:07	9:05	9:16	9:26	9:43
180	10:00	10:04	10:12	10:10	10:21	10:31	10:48
181	11:03	11:07	11:15	11:13	11:24	11:34	11:51
180	12:01A	12:05	12:13	12:11	12:22	12:32	12:49
181	1:01	1:05	1:13	1:11	1:22	1:32	1:49
180	2:01	2:05	2:13	2:11	2:22	2:32	2:49
181	3:01	3:05	3:13	3:11	3:22	3:32	3:49
180	4:01	4:05	4:13	4:11	4:22	4:32	4:49

Saturday

Westbound (Approximate Times)

Route	ALTADENA	PASADENA	EAGLE ROCK		GLENDALE	HOLLYWOOD	
	Altadena & Lake	Sierra Madre Villa Gold Line Station	Colorado & Lake	Colorado & Figueroa	Broadway & Brand	Hollywood & New Hampshire	Hollywood/Vine Red Line Station
180	5:00A	5:03A	5:15A	5:13A	5:28A	5:38A	5:55A
181	5:27A	5:31A	5:39	5:37	5:48	5:58	6:15
180	6:29	6:33	6:41	6:39	6:50	7:00	7:17
181	7:01	7:05	7:13	7:11	7:22	7:32	7:49
180	7:40	7:44	7:52	7:50	8:01	8:11	8:28
181	8:15	8:19	8:27	8:25	8:36	8:46	9:03
180	8:46	8:50	8:58	8:56	9:07	9:17	9:34
181	9:14	9:18	9:26	9:24	9:35	9:45	10:02
180	9:47	9:51	9:59	9:57	10:08	10:18	10:35
181	10:19	10:23	10:31	10:29	10:40	10:50	11:07
180	10:53	10:57	11:05	11:03	11:14	11:24	11:41
181	11:27	11:31	11:39	11:37	11:48	11:58	12:15
180	12:03P	12:07	12:15	12:13	12:24	12:34	12:51
181	12:36	12:40	12:48	12:46	12:57	13:07	13:24
180	1:12	1:16	1:24	1:22	1:33	1:43	1:60
181	1:48	1:52	2:00	1:98	2:09	2:19	2:36
180	2:24	2:28	2:36	2:34	2:45	2:55	3:12
181	3:00	3:04	3:12	3:10	3:21	3:31	3:48
180	3:36	3:40	3:48	3:46	3:57	4:07	4:24
181	4:14	4:18	4:26	4:24	4:35	4:45	5:02
180	4:52	4:56	5:04	5:02	5:13	5:23	5:40
181	5:30	5:34	5:42	5:40	5:51	6:01	6:18
180	6:07	6:11	6:19	6:17	6:28	6:38	6:55
181	6:38	6:42	6:50	6:48	6:59	7:09	7:26
180	7:15	7:19	7:27	7:25	7:36	7:46	8:03
181	7:53	7:57	8:05	8:03	8:14	8:24	8:41
180	8:55	8:59	9:07	9:05	9:16	9:26	9:43
181	9:22	9:26	9:34	9:32	9:43	9:53	10:10

For Late Night Service, refer to Monday through Friday Schedule

Sunday & Holiday

Westbound (Approximate Times)

Route	ALTADENA	PASADENA	EAGLE ROCK		GLENDALE	HOLLYWOOD	
	Altadena & Lake	Sierra Madre Villa Gold Line Station	Colorado & Lake	Colorado & Figueroa	Broadway & Brand	Hollywood & New Hampshire	Hollywood/Vine Red Line Station
180	5:00A	5:03A	5:15A	5:13A	5:28A	5:38A	5:55A
181	5:56	6:00	6:08	6:06	6:17	6:27	6:44
180	6:53	6:57	7:05	7:03	7:14	7:24	7:41
181	7:42	7:46	7:54	7:52	8:03	8:13	8:30
180	8:16	8:20	8:28	8:26	8:37	8:47	9:04
181	8:42	8:46	8:54	8:52	9:03	9:13	9:30
180	9:13	9:17	9:25	9:23	9:34	9:44	10:01
181	9:41	9:45	9:53	9:51	10:02	10:12	10:29
180	10:09	10:13	10:21	10:19	10:30	10:40	10:57
181	10:28	10:32	10:40	10:38	10:49	10:59	11:16
180	10:44	10:48	10:56	10:54	11:05	11:15	11:32
181	11:03	11:07	11:15	11:13	11:24	11:34	11:51
180	11:19	11:23	11:31	11:29	11:40	11:50	12:07
181	11:53	11:57	12:05	12:03	12:14	12:24	12:41
180	12:28P	12:32	12:40	12:38	12:49	12:59	13:16
181	1:03	1:07	1:15	1:13	1:24	1:34	1:51
180	1:39	1:43	1:51	1:49	2:00	2:10	2:27
181	2:14	2:18	2:26	2:24	2:35	2:45	3:02
180	2:50	2:54	3:02	3:00	3:11	3:21	3:38
181	3:27	3:31	3:39	3:37	3:48	3:58	4:15
180	4:05	4:09	4:17	4:15	4:26	4:36	4:53
181	4:42	4:46	4:54	4:52	5:03	5:13	5:30
180	5:22	5:26	5:34	5:32	5:43	5:53	6:10
181	6:02	6:06	6:14	6:12	6:23	6:33	6:50
180	6:28	6:32	6:40	6:38	6:49	6:59	7:16
181	7:03	7:07	7:15	7:13	7:24	7:34	7:51
180	7:54	7:58	8:06	8:04	8:15	8:25	8:42
181	8:55	8:59	9:07	9:05	9:16	9:26	9:43
180	9:22	9:26	9:34	9:32	9:43	9:53	10:10

For Late Night Service, refer to Monday through Friday Schedule

Nextrip

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vine&cesarchovez metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Envía un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip te enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip".

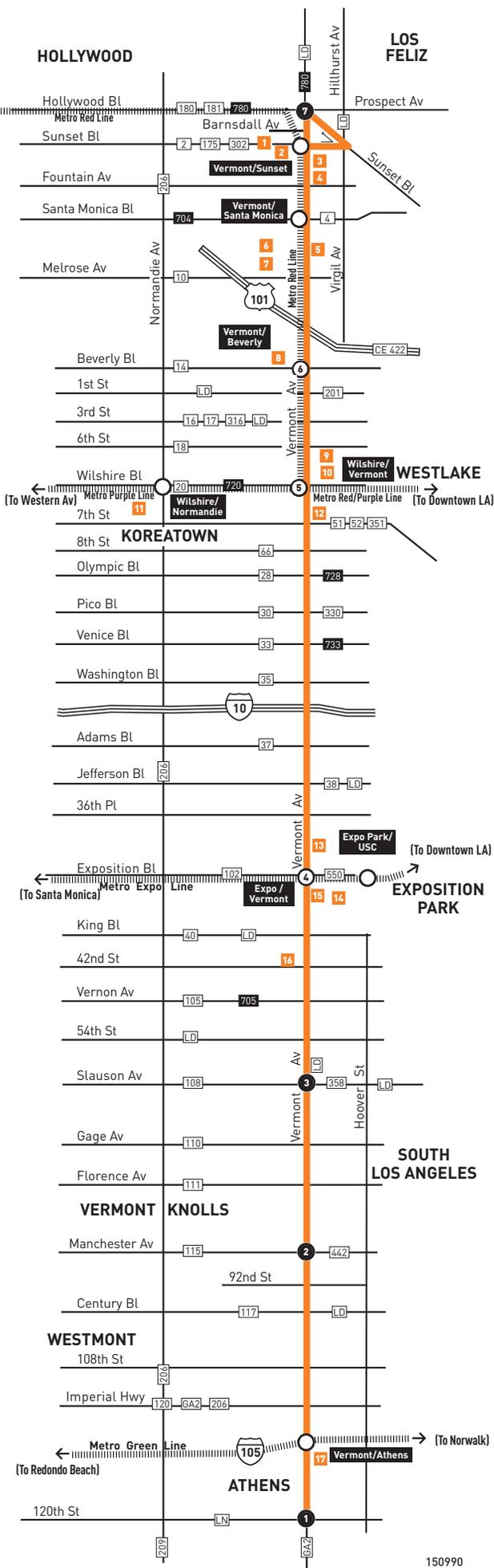


LEGEND

- Line 204 Route
- Metro Rail
- Timepoint
- Metro Rail Station
- Metro Rail Station and Timepoint
- CE Commuter Express
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link

MAP NOTES

- 1** Kaiser Hospital
- 2** Vermont/Sunset Station
Metro Red Line
Metro 2, 175, 180, 181, 204, 206, 302, 754, 780; LD Hollywood, Los Feliz, Observatory
- 3** Childrens Hospital of Los Angeles
- 4** Queen of the Angels Hollywood Presbyterian Medical Center
- 5** Vermont/Santa Monica Station
Metro Red Line
Metro 4, 204, 704, 754; LD Hollywood
- 6** Los Angeles City College
- 7** Braille Institute
- 8** Vermont/Beverly Station
Metro Red Line
Metro 14, 204, 754
- 9** Wilshire/Vermont
Metro Customer Center
- 10** Wilshire/Vermont Station
Metro Red/Purple Lines
Metro 18, 20, 51, 201, 204, 351, 720, 754; LD Wilshire Center/Koreatown
- 11** Wilshire/Normandie Station
- 12** Southwestern Law School
- 13** University of Southern California
- 14** Exposition Park and Museums, LA Coliseum, Banc of California Stadium
- 15** Expo/Vermont Station
Metro Expo Line
Metro 102, 204, 550, 754; LD F
- 16** Manual Arts High School
- 17** Vermont/Athens Station
Metro Green Line
Metro 204, 206, 209, 754; LN Athens; GA2



Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	LOS ANGELES				KOREA TOWN	HOLLYWOOD	HOLLYWOOD	KOREA TOWN	LOS ANGELES	ATHENS			
1	2	3	4	5	6	7	7	6	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Vermont & Stauson	Expo/Vermont Station	Wilshire/Vermont Station	Vermont & Beverly Station	Vermont & Hollywood	Vermont & Hollywood	Vermont & Beverly Station	Wilshire/Vermont Station	Expo/Vermont Station	Vermont & Stauson	Vermont & Manchester	Vermont & 120th
4:30A	4:41A	4:50A	4:59A	5:14A	5:18A	5:30A	4:48A	4:57A	5:02A	5:17A	5:25A	5:34A	5:47A
—	4:54	5:04	5:14	5:29	5:33	5:45	5:12	5:22	5:27	5:42	5:50	5:59	6:13
4:57	5:09	5:19	5:29	5:44	5:48	6:00	5:37	5:47	5:52	6:07	6:16	6:25	6:40
—	5:24	5:34	5:44	5:59	6:04	6:17	5:50	6:00	6:05	6:20	6:29	6:39	6:54
5:26	5:38	5:48	5:58	6:14	6:19	6:32	6:03	6:13	6:18	6:33	6:43	6:53	7:08
—	5:48	5:58	6:10	6:26	6:31	6:44	6:16	6:26	6:31	6:48	6:58	7:09	7:24
5:44	5:56	6:07	6:20	6:38	6:43	6:56	6:27	6:38	6:44	7:01	7:12	7:23	7:38
—	6:04	6:15	6:28	6:48	6:53	7:07	6:39	6:50	6:56	7:14	7:25	7:36	7:51
6:01	6:13	6:24	6:38	6:58	7:04	7:19	6:50	7:01	7:08	7:26	7:37	7:48	8:03
—	6:22	6:34	6:48	7:08	7:14	7:29	7:01	7:13	7:20	7:38	7:49	8:00	8:15
6:19	6:31	6:43	6:57	7:18	7:24	7:39	7:13	7:25	7:32	7:51	8:02	8:13	8:28
—	6:39	6:51	7:06	7:28	7:34	7:49	7:25	7:37	7:44	8:03	8:14	8:25	8:40
6:36	6:48	7:00	7:16	7:38	7:44	7:59	7:36	7:49	7:56	8:15	8:26	8:37	8:52
—	6:57	7:10	7:26	7:48	7:54	8:09	7:48	8:01	8:08	8:27	8:38	8:49	9:04
6:53	7:06	7:19	7:35	7:57	8:04	8:19	8:00	8:13	8:20	8:39	8:50	9:01	9:16
7:02	7:15	7:28	7:44	8:06	8:13	8:28	8:11	8:24	8:31	8:50	9:01	9:12	9:27
7:12	7:25	7:38	7:54	8:17	8:24	8:41	8:22	8:35	8:42	9:01	9:12	9:23	9:38
7:23	7:36	7:49	8:04	8:27	8:34	8:51	8:33	8:46	8:53	9:12	9:23	9:34	9:49
7:35	7:48	8:01	8:15	8:38	8:45	9:02	8:45	8:58	9:05	9:24	9:35	9:46	10:01
7:46	7:59	8:12	8:26	8:49	8:56	9:13	8:59	9:12	9:19	9:38	9:49	10:00	10:15
7:57	8:10	8:23	8:37	9:00	9:07	9:24	9:14	9:27	9:34	9:53	10:04	10:15	10:30
8:12	8:25	8:38	8:52	9:15	9:22	9:39	9:29	9:42	9:49	10:09	10:20	10:31	10:46
8:28	8:41	8:54	9:08	9:31	9:38	9:55	9:44	9:57	10:04	10:24	10:35	10:47	11:02
8:43	8:56	9:09	9:23	9:46	9:53	10:10	9:57	10:10	10:17	10:37	10:49	11:01	11:16
8:58	9:11	9:24	9:38	10:01	10:08	10:25	10:12	10:25	10:32	10:52	11:04	11:16	11:31
9:13	9:26	9:39	9:53	10:16	10:23	10:40	10:26	10:39	10:46	11:06	11:18	11:30	11:45
9:28	9:41	9:54	10:08	10:31	10:38	10:55	10:40	10:53	11:00	11:21	11:33	11:45	11:59
9:43	9:56	10:09	10:23	10:46	10:53	11:10	10:54	11:08	11:15	11:36	11:48	11:59	12:15P
9:58	10:11	10:24	10:38	11:01	11:08	11:25	11:11	11:26	11:33	11:54	12:07P	12:20P	12:35
10:13	10:26	10:39	10:53	11:16	11:23	11:40	11:27	11:42	11:49	12:10P	12:23	12:36	12:51
10:28	10:41	10:54	11:08	11:31	11:38	11:55	11:39	11:54	12:01P	12:23	12:36	12:49	1:04
10:43	10:56	11:09	11:23	11:46	11:53	12:10P	11:54	12:09P	12:16	12:38	12:51	1:04	1:19
10:58	11:11	11:24	11:38	12:01P	12:08P	12:25	12:09P	12:24	12:31	12:53	1:06	1:19	1:34
11:13	11:26	11:39	11:53	12:16	12:23	12:40	12:24	12:39	12:46	1:08	1:21	1:34	1:49
11:28	11:41	11:54	12:08P	12:31	12:38	12:55	12:39	12:54	1:01	1:23	1:36	1:49	2:04
11:43	11:56	12:09P	12:23	12:46	12:53	1:10	—	—	—	—	A 1:49	2:02	2:17
11:59	12:12P	12:25	12:38	1:01	1:08	1:25	—	—	—	—	A 1:50	2:03	2:18
12:14P	12:27	12:40	12:53	1:16	1:23	1:40	12:57	1:12	1:19	1:41	1:54	2:07	2:22
12:28	12:42	12:55	1:08	1:31	1:38	1:55	1:12	1:27	1:34	1:56	2:09	2:22	2:37
12:43	12:57	1:10	1:23	1:46	1:53	2:10	1:27	1:42	1:49	2:11	2:24	2:37	2:52
12:58	1:12	1:25	1:38	2:01	2:08	2:25	1:42	1:57	2:04	2:26	2:39	2:52	3:07
1:13	1:27	1:40	1:53	2:16	2:23	2:40	1:57	2:12	2:19	2:41	2:54	3:07	3:23
1:27	1:41	1:54	2:07	2:30	2:37	2:54	2:12	2:27	2:34	2:56	3:09	3:22	3:38
1:42	1:56	2:09	2:22	2:45	2:52	3:09	—	—	—	—	B 3:16	3:29	3:45
1:54	2:08	2:21	2:34	2:57	3:04	3:21	2:27	2:42	2:49	3:13	3:26	3:39	3:55
2:09	2:23	2:36	2:49	3:12	3:19	3:36	2:38	2:53	3:00	3:25	3:38	3:51	—
2:22	2:36	2:49	3:02	3:25	3:32	3:49	2:47	3:02	3:09	3:34	3:47	4:00	4:16
2:32	2:46	2:59	3:12	3:35	3:42	3:59	2:58	3:13	3:20	3:45	3:58	4:11	4:27
2:42	2:56	3:09	3:22	3:45	3:52	4:10	3:08	3:23	3:30	3:55	4:08	4:21	—
2:52	3:06	3:19	3:32	3:55	4:02	4:20	3:18	3:33	3:40	4:06	4:19	4:32	4:48
3:02	3:16	3:29	3:42	4:05	4:12	4:30	3:28	3:43	3:50	4:16	4:29	4:42	—
3:12	3:26	3:39	3:52	4:15	4:22	4:40	3:38	3:53	4:00	4:27	4:40	4:53	5:09
3:22	3:36	3:49	4:02	4:25	4:32	4:50	3:48	4:03	4:10	4:37	4:50	5:03	—
3:32	3:46	3:59	4:12	4:35	4:42	5:00	3:58	4:13	4:20	4:47	5:00	5:13	5:29
3:41	3:55	4:08	4:21	4:44	4:51	5:09	4:08	4:23	4:30	4:57	5:10	5:23	—
3:51	4:05	4:18	4:31	4:54	5:01	5:19	4:18	4:33	4:40	5:07	5:20	5:33	5:49
4:00	4:14	4:27	4:40	5:03	5:09	5:27	4:28	4:43	4:50	5:17	5:30	5:43	5:59
—	4:22	4:35	4:48	5:12	5:18	5:36	4:38	4:53	5:00	5:27	5:40	5:53	6:09
4:18	4:32	4:45	4:58	5:22	5:28	5:46	4:48	5:03	5:10	5:37	5:50	6:03	—
—	4:44	4:57	5:10	5:34	5:40	5:58	4:59	5:13	5:20	5:47	6:00	6:13	—
4:42	4:56	5:08	5:21	5:46	5:52	6:09	5:09	5:23	5:30	5:57	6:10	6:23	6:38
—	5:09	5:21	5:34	5:59	6:05	6:22	5:19	5:33	5:40	6:06	6:19	6:32	—
5:11	5:25	5:37	5:50	6:14	6:20	6:37	5:29	5:43	5:50	6:16	6:29	6:41	6:56
5:29	5:43	5:55	6:08	6:32	6:38	6:54	5:40	5:54	6:01	6:26	6:39	6:51	—
5:47	6:01	6:13	6:26	6:49	6:55	7:11	5:51	6:05	6:12	6:37	6:50	7:02	7:17
6:07	6:21	6:33	6:45	7:08	7:14	7:30	6:03	6:17	6:24	6:48	7:01	7:13	—
6:30	6:43	6:54	7:06	7:28	7:34	7:50	6:15	6:29	6:36	7:00	7:12	7:24	7:39
6:54	7:07	7:18	7:30	7:50	7:56	8:12	6:27	6:41	6:48	7:11	7:23	7:35	—
7:14	7:27	7:38	7:50	8:09	8:15	8:30	6:39	6:53	7:00	7:21	7:33	7:45	7:59
7:37	7:50	8:01	8:12	8:30	8:36	8:51	6:51	7:04	7:11	7:32	7:43	7:55	8:09
8:00	8:12	8:22	8:33	8:51	8:57	9:12	7:07	7:20	7:27	7:46	7:57	8:08	8:22
8:22	8:34	8:44	8:55	9:12	9:17	9:31	7:25	7:38	7:45	8:04	8:14	8:25	8:39
8:44	8:56	9:05	9:15	9:31	9:36	9:50	7:39	7:52	7:59	8:17	8:27	8:38	8:52
9:04	9:16	9:25	9:35	9:51	9:56	10:08	7:56	8:08	8:15	8:33	8:43	8:54	9:07
9:25	9:37	9:46	9:56	10:11	10:15	10:27	8:09	8:21	8:28	8:46	8:56	9:06	9:18
9:46	9:58	10:07	10:16	10:31	10:35	10:47	8:26	8:38	8:45	9:03	9:12	9:22	9:34
10:12	10:23	10:32	10:41	10:56	11:00	11:12	8:45	8:57	9:03	9:20	9:29	9:39	9:51
10:39	10:49	10:57	11:06	11:21	11:25	11:37	9:03	9:15	9:21	9:38	9:47	9:57	10:09
11:06	11:16	11:24	11:33	11:48	11:52	12:04A	9:19	9:31	9:37	9:54	10:03	10:13	10:25
11:39	11:49	11:57	12:05A	12:18A	12:22A	12:33	9:41	9:53	9:59	10:15	10:24	10:34	10:46
12:11A	12:20A	12:27A	12:35	12:48	12:52	1:03	10:02	10:14	10:19	10:35	10:44	10:53	11:05
12:41	12:50	12:57	1:05	1:18	1:22	1:33	10:29	10:39	10:44	11:00	11:09	11:18	11:30
1:11	1:20	1:27	1:35	1:48	1:52	2:03	10:54	11:04	11:09	11:25	11:34	11:43	11:55
1:41	1:50	1:57	2:05	2:18	2:22	2:33	11:22	11:32	11:37	11:53	12:02A	12:11A	12:22A
2:11	2:20	2:27	2:35	2:48	2:52	3:03	11:53	12:02A	12:07A	12:22A	12:31	12:40	12:51
2:41	2:50	2:57	3:05	3:18	3:22	3:33	12:23A	12:32	12:37	12:52	1:01	1:09	1:20
3:11	3:20	3:27	3:35	3:48	3:52	4:03	12:54	1:03	1:07	1:21	1:29	1:37	1:48
3:41	3:50	3:57	4:05	4:18	4:22	4:33	1:24	1:33	1:37	1:51	1:59	2:07	2:18
4:10													

Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	LOS ANGELES			KOREA TOWN		HOLLYWOOD	HOLLYWOOD		KOREA TOWN	LOS ANGELES		ATHENS	
1	2	3	4	5	6	7	7	6	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Vermont & Stauson	Expo/Vermont Station	Wilshire/Vermont Station	Vermont & Beverly Station	Vermont & Hollywood	Vermont & Hollywood	Vermont & Beverly Station	Wilshire/Vermont Station	Expo/Vermont Station	Vermont & Stauson	Vermont & Manchester	Vermont & 120th
4:41A	4:51A	5:00A	5:09A	5:24A	5:29A	5:41A	4:57A	5:05A	5:11A	5:26A	5:34A	5:43A	5:55A
5:05	5:15	5:24	5:33	5:48	5:53	6:05	5:29	5:37	5:43	5:58	6:06	6:16	6:28
5:27	5:37	5:46	5:55	6:10	6:15	6:27	5:54	6:02	6:08	6:24	6:32	6:42	6:54
5:47	5:57	6:07	6:16	6:31	6:36	6:48	6:16	6:25	6:31	6:47	6:55	7:05	7:17
6:05	6:16	6:26	6:36	6:51	6:56	7:08	6:39	6:48	6:54	7:10	7:18	7:28	7:41
6:24	6:35	6:46	6:56	7:12	7:17	7:29	7:01	7:10	7:16	7:32	7:41	7:53	8:06
6:42	6:54	7:05	7:15	7:31	7:36	7:48	7:22	7:31	7:38	7:54	8:03	8:15	8:28
7:01	7:13	7:24	7:34	7:51	7:56	8:08	7:43	7:53	8:00	8:17	8:26	8:38	8:51
7:18	7:30	7:42	7:53	8:11	8:17	8:30	8:05	8:15	8:22	8:39	8:48	9:00	9:13
7:37	7:49	8:01	8:12	8:30	8:36	8:51	8:23	8:33	8:41	8:59	9:09	9:21	9:36
7:56	8:08	8:20	8:31	8:50	8:56	9:11	8:46	8:57	9:05	9:24	9:34	9:47	10:02
8:13	8:25	8:38	8:49	9:09	9:15	9:30	9:08	9:20	9:28	9:48	9:59	10:12	10:27
8:31	8:43	8:56	9:07	9:27	9:33	9:48	9:27	9:39	9:48	10:08	10:19	10:32	10:47
8:50	9:02	9:15	9:26	9:46	9:52	10:07	9:47	9:59	10:08	10:28	10:39	10:52	11:07
9:09	9:22	9:35	9:46	10:06	10:13	10:28	10:07	10:19	10:28	10:48	10:59	11:13	11:28
9:29	9:42	9:55	10:06	10:27	10:34	10:49	10:27	10:39	10:48	11:08	11:19	11:33	11:48
9:47	10:00	10:14	10:26	10:47	10:54	11:09	10:48	11:00	11:09	11:30	11:41	11:55	12:10P
10:07	10:20	10:34	10:46	11:07	11:14	11:29	11:10	11:22	11:31	11:52	12:03P	12:17P	12:32
10:27	10:40	10:54	11:06	11:27	11:35	11:50	11:31	11:43	11:52	12:14P	12:25	12:39	12:54
10:47	11:00	11:14	11:26	11:48	11:56	12:11P	11:50	12:02P	12:11P	12:34	12:45	12:59	1:14
11:07	11:20	11:34	11:46	12:08P	12:15P	12:30	12:10P	12:22	12:31	12:54	1:05	1:19	1:34
11:27	11:40	11:54	12:06P	12:29	12:36	12:51	12:30	12:42	12:51	1:14	1:25	1:39	1:54
11:46	11:59	12:13P	12:26	12:49	12:56	1:11	12:49	1:01	1:10	1:33	1:44	1:58	2:13
12:06P	12:19P	12:33	12:46	1:09	1:16	1:31	1:08	1:20	1:29	1:52	2:03	2:17	2:32
12:26	12:39	12:53	1:06	1:29	1:36	1:51	1:26	1:38	1:47	2:10	2:21	2:35	2:49
12:46	12:59	1:13	1:26	1:49	1:56	2:11	1:42	1:54	2:03	2:26	2:37	2:51	3:05
1:04	1:17	1:31	1:44	2:07	2:14	2:29	1:58	2:10	2:19	2:42	2:53	3:07	3:21
1:22	1:35	1:49	2:02	2:25	2:32	2:47	2:14	2:26	2:34	2:57	3:08	3:22	3:36
1:39	1:52	2:06	2:19	2:42	2:49	3:04	2:28	2:41	2:49	3:12	3:23	3:37	3:51
1:56	2:09	2:23	2:36	2:59	3:06	3:21	2:43	2:56	3:04	3:27	3:38	3:52	4:06
2:12	2:25	2:39	2:52	3:14	3:20	3:35	2:57	3:10	3:18	3:41	3:52	4:06	4:20
2:28	2:41	2:55	3:08	3:30	3:36	3:51	3:11	3:24	3:32	3:55	4:06	4:20	4:34
2:42	2:55	3:09	3:22	3:44	3:50	4:05	3:26	3:39	3:47	4:10	4:21	4:35	4:49
2:57	3:10	3:23	3:36	3:58	4:04	4:19	3:39	3:52	4:00	4:22	4:33	4:47	5:01
3:11	3:24	3:37	3:50	4:12	4:18	4:33	3:51	4:04	4:12	4:34	4:45	4:59	5:13
3:25	3:38	3:51	4:04	4:26	4:32	4:47	4:03	4:16	4:24	4:46	4:57	5:11	5:25
3:41	3:54	4:07	4:19	4:41	4:47	5:02	4:15	4:28	4:36	4:58	5:09	5:23	5:37
3:57	4:09	4:22	4:34	4:56	5:02	5:17	4:27	4:40	4:48	5:10	5:21	5:35	5:49
4:13	4:25	4:38	4:50	5:11	5:17	5:32	4:39	4:52	5:00	5:22	5:33	5:47	6:01
4:28	4:40	4:53	5:05	5:26	5:32	5:47	4:51	5:04	5:12	5:34	5:45	5:59	6:13
4:49	5:01	5:13	5:25	5:46	5:52	6:07	5:07	5:19	5:27	5:49	6:00	6:13	6:27
5:08	5:21	5:33	5:45	6:06	6:12	6:27	5:22	5:34	5:42	6:03	6:14	6:27	6:41
5:28	5:41	5:53	6:05	6:26	6:32	6:46	5:37	5:49	5:57	6:18	6:29	6:41	6:55
5:48	6:01	6:13	6:25	6:45	6:51	7:05	5:52	6:04	6:12	6:33	6:44	6:56	7:10
6:09	6:22	6:34	6:45	7:05	7:11	7:25	6:08	6:20	6:28	6:48	6:59	7:11	7:25
6:31	6:44	6:56	7:07	7:27	7:33	7:47	6:28	6:39	6:47	7:07	7:18	7:30	7:44
6:53	7:06	7:18	7:29	7:48	7:54	8:08	6:47	6:58	7:06	7:26	7:37	7:49	8:03
7:16	7:29	7:41	7:52	8:10	8:16	8:29	7:06	7:17	7:25	7:45	7:56	8:08	8:22
7:37	7:50	8:02	8:12	8:30	8:36	8:49	7:26	7:37	7:45	8:05	8:15	8:27	8:41
7:59	8:12	8:23	8:33	8:51	8:57	9:10	7:47	7:58	8:06	8:25	8:35	8:47	9:01
8:19	8:32	8:43	8:53	9:11	9:17	9:30	8:07	8:18	8:26	8:45	8:55	9:06	9:18
8:41	8:53	9:04	9:14	9:31	9:36	9:49	8:27	8:38	8:46	9:04	9:13	9:24	9:36
9:02	9:14	9:25	9:35	9:51	9:56	10:09	8:50	9:01	9:08	9:26	9:35	9:46	9:58
9:24	9:35	9:45	9:55	10:11	10:16	10:29	9:15	9:26	9:33	9:51	10:00	10:10	10:22
9:44	9:55	10:05	10:15	10:31	10:36	10:49	9:40	9:51	9:58	10:15	10:24	10:34	10:46
10:11	10:22	10:32	10:41	10:56	11:01	11:14	10:01	10:12	10:18	10:35	10:44	10:54	11:06
10:38	10:48	10:57	11:06	11:21	11:26	11:39	10:28	10:37	10:44	11:01	11:10	11:19	11:31
11:05	11:15	11:24	11:33	11:48	11:53	12:06A	10:53	11:02	11:09	11:24	11:33	11:42	11:54
11:38	11:48	11:57	12:05A	12:18A	12:23A	12:35	11:21	11:30	11:37	11:52	12:01A	12:09A	12:20A
12:10A	12:19A	12:27A	12:35	12:48	12:53	1:05	11:51	11:59	12:07A	12:21A	12:31	12:39	12:50
12:40	12:49	12:57	1:05	1:18	1:23	1:35	12:21A	12:30A	12:37	12:51	1:01	1:09	1:20
1:10	1:19	1:27	1:35	1:48	1:53	2:05	12:51	1:00	1:07	1:21	1:31	1:39	1:50
1:40	1:49	1:57	2:05	2:18	2:23	2:35	1:21	1:30	1:37	1:51	2:01	2:09	2:20
2:10	2:19	2:27	2:35	2:48	2:53	3:05	1:51	2:00	2:07	2:21	2:31	2:39	2:50
2:40	2:49	2:57	3:05	3:18	3:23	3:35	2:21	2:30	2:37	2:51	3:01	3:09	3:20
3:10	3:19	3:27	3:35	3:48	3:53	4:05	2:51	3:00	3:07	3:21	3:31	3:39	3:50
3:40	3:49	3:57	4:05	4:18	4:23	4:35	3:21	3:30	3:37	3:51	4:01	4:09	4:20
4:09	4:18	4:26	4:34	4:48	4:53	5:05	3:51	4:00	4:07	4:21	4:31	4:39	4:50
							4:21	4:30	4:37	4:51	5:01	5:09	5:20

Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	LOS ANGELES			KOREA TOWN		HOLLYWOOD	HOLLYWOOD		KOREA TOWN	LOS ANGELES		ATHENS	
1	2	3	4	5	6	7	7	6	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Vermont & Slauson	Expo/Vermont Station	Wilshire/Vermont Station	Vermont & Beverly Station	Vermont & Hollywood	Vermont & Hollywood	Vermont & Beverly Station	Wilshire/Vermont Station	Expo/Vermont Station	Vermont & Slauson	Vermont & Manchester	Vermont & 120th
4:47A	4:58A	5:08A	5:15A	5:30A	5:35A	5:46A	4:55A	5:04A	5:10A	5:24A	5:32A	5:41A	5:53A
5:09	5:20	5:31	5:38	5:53	5:58	6:09	5:31	5:40	5:46	6:00	6:08	6:17	6:29
5:31	5:42	5:53	6:00	6:15	6:20	6:31	6:03	6:12	6:18	6:32	6:40	6:49	7:01
5:53	6:04	6:15	6:22	6:37	6:42	6:53	6:36	6:45	6:51	7:06	7:14	7:24	7:36
6:15	6:26	6:37	6:44	6:59	7:04	7:16	7:00	7:10	7:16	7:31	7:39	7:49	8:01
6:36	6:47	6:58	7:06	7:21	7:26	7:38	7:27	7:37	7:43	7:58	8:06	8:17	8:31
6:55	7:07	7:20	7:28	7:43	7:48	8:00	7:47	7:57	8:03	8:19	8:27	8:38	8:52
7:16	7:28	7:41	7:49	8:05	8:11	8:23	8:05	8:16	8:23	8:39	8:48	8:59	9:13
7:37	7:49	8:02	8:10	8:27	8:34	8:48	8:22	8:33	8:40	8:57	9:07	9:19	9:33
7:57	8:09	8:23	8:31	8:48	8:55	9:09	8:43	8:54	9:01	9:19	9:29	9:41	9:55
8:15	8:27	8:43	8:51	9:08	9:15	9:29	9:05	9:16	9:23	9:41	9:51	10:03	10:17
8:35	8:47	9:03	9:11	9:28	9:35	9:49	9:25	9:36	9:43	10:01	10:11	10:24	10:38
8:55	9:07	9:23	9:31	9:49	9:56	10:10	9:45	9:56	10:03	10:22	10:32	10:45	11:00
9:12	9:24	9:40	9:49	10:07	10:14	10:28	10:04	10:16	10:23	10:42	10:52	11:05	11:20
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9:53	10:06	10:22	10:31	10:49	10:56	11:10	10:40	10:52	10:59	11:20	11:30	11:43	11:58
10:14	10:27	10:43	10:52	11:10	11:17	11:31	11:03	11:16	11:23	11:44	11:54	12:07P	12:22P
10:37	10:50	11:06	11:15	11:33	11:40	11:54	11:23	11:36	11:43	12:04P	12:14P	12:27	12:42
10:58	11:11	11:27	11:36	11:54	12:01P	12:15P	11:43	11:56	12:03P	12:24	12:34	12:47	1:02
11:20	11:33	11:49	11:58	12:17P	12:24	12:38	12:03P	12:16P	12:23	12:44	12:54	1:07	1:22
11:40	11:53	12:08P	12:18P	12:37	12:44	12:58	12:23	12:36	12:43	1:04	1:14	1:27	1:42
11:59	12:13P	12:28	12:38	12:57	1:04	1:18	12:43	12:56	1:03	1:24	1:34	1:47	2:02
12:18P	12:31	12:46	12:56	1:15	1:22	1:36	1:03	1:16	1:23	1:44	1:54	2:07	2:22
12:34	12:47	1:02	1:12	1:31	1:38	1:52	1:23	1:36	1:43	2:04	2:14	2:27	2:42
12:49	1:02	1:17	1:27	1:46	1:53	2:07	1:43	1:56	2:03	2:23	2:33	2:46	3:01
1:04	1:17	1:32	1:42	2:01	2:08	2:22	2:00	2:13	2:21	2:41	2:51	3:04	3:18
1:19	1:32	1:47	1:57	2:16	2:23	2:37	2:18	2:31	2:39	2:59	3:09	3:22	3:36
1:34	1:47	2:02	2:12	2:31	2:38	2:52	2:36	2:49	2:57	3:17	3:27	3:40	3:54
1:49	2:02	2:17	2:27	2:46	2:53	3:07	2:52	3:05	3:13	3:33	3:43	3:56	4:10
2:04	2:17	2:32	2:42	3:01	3:08	3:22	3:07	3:20	3:28	3:48	3:58	4:11	4:25
2:19	2:32	2:47	2:57	3:16	3:23	3:37	3:21	3:34	3:42	4:02	4:12	4:25	4:39
2:34	2:47	3:02	3:12	3:31	3:38	3:52	3:37	3:50	3:58	4:18	4:28	4:41	4:55
2:49	3:02	3:17	3:27	3:46	3:53	4:07	3:52	4:05	4:13	4:33	4:43	4:56	5:10
3:04	3:17	3:32	3:42	4:01	4:08	4:22	4:07	4:20	4:28	4:48	4:58	5:11	5:25
3:21	3:34	3:49	3:59	4:18	4:25	4:39	4:22	4:35	4:43	5:02	5:12	5:25	5:39
3:38	3:51	4:06	4:16	4:35	4:42	4:56	4:37	4:49	4:58	5:17	5:27	5:40	5:54
3:56	4:09	4:24	4:34	4:53	5:00	5:14	4:52	5:04	5:13	5:32	5:42	5:55	6:09
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5:39	5:51	6:06	6:15	6:33	6:40	6:54	6:18	6:30	6:39	6:58	7:08	7:21	7:35
5:57	6:09	6:24	6:33	6:51	6:58	7:12	6:37	6:49	6:58	7:17	7:27	7:40	7:54
6:17	6:29	6:44	6:53	7:10	7:17	7:31	6:57	7:09	7:18	7:37	7:47	8:00	8:14
6:37	6:49	7:04	7:13	7:30	7:37	7:51	7:17	7:29	7:38	7:57	8:07	8:20	8:34
6:53	7:05	7:19	7:28	7:45	7:52	8:06	7:35	7:47	7:56	8:15	8:25	8:38	8:52
7:13	7:25	7:39	7:48	8:05	8:12	8:26	7:57	8:09	8:18	8:37	8:47	9:00	9:12
7:35	7:47	8:01	8:10	8:27	8:33	8:47	8:18	8:30	8:39	8:58	9:08	9:18	9:30
7:58	8:10	8:24	8:33	8:49	8:55	9:09	8:38	8:50	8:59	9:17	9:27	9:37	9:49
8:20	8:32	8:46	8:54	9:10	9:16	9:30	9:00	9:12	9:19	9:36	9:45	9:55	10:07
8:42	8:54	9:07	9:15	9:31	9:37	9:51	9:20	9:32	9:39	9:56	10:05	10:15	10:27
9:04	9:15	9:27	9:35	9:51	9:57	10:11	9:41	9:52	9:59	10:15	10:24	10:34	10:46
9:24	9:35	9:47	9:55	10:11	10:17	10:31	10:03	10:13	10:19	10:35	10:44	10:54	11:06
9:44	9:55	10:07	10:15	10:31	10:37	10:50	10:29	10:38	10:44	11:00	11:09	11:18	11:30
10:11	10:22	10:34	10:41	10:56	11:02	11:15	10:54	11:03	11:09	11:24	11:33	11:42	11:54
10:37	10:48	10:59	11:06	11:21	11:26	11:39	11:22	11:31	11:37	11:52	12:01A	12:09A	12:20A
11:06	11:16	11:26	11:33	11:48	11:53	12:06A	11:54	12:03A	12:07A	12:21A	12:29	12:37	12:48
11:39	11:49	11:59	12:05A	12:18A	12:23A	12:35	12:24A	12:33	12:37	12:51	12:59	1:07	1:18
12:11A	12:20A	12:29A	12:35	12:48	12:53	1:05	12:54	1:03	1:07	1:21	1:29	1:37	1:48
12:41	12:50	12:59	1:05	1:18	1:23	1:35	1:24	1:33	1:37	1:51	1:59	2:07	2:18
1:11	1:20	1:29	1:35	1:48	1:53	2:05	1:54	2:03	2:07	2:21	2:29	2:37	2:48
1:41	1:50	1:59	2:05	2:18	2:23	2:35	2:24	2:33	2:37	2:51	2:59	3:07	3:18
2:11	2:20	2:29	2:35	2:48	2:53	3:05	2:54	3:03	3:07	3:21	3:29	3:37	3:48
2:41	2:50	2:59	3:05	3:18	3:23	3:35	3:24	3:33	3:37	3:51	3:59	4:07	4:18
3:11	3:20	3:29	3:35	3:48	3:53	4:05	3:54	4:03	4:07	4:21	4:29	4:37	4:48
3:41	3:50	3:59	4:05	4:18	4:23	4:35	4:24	4:33	4:37	4:51	4:59	5:07	5:18
4:10	4:19	4:28	4:34	4:48	4:52	5:04							

Special Notes

- A** Trip originates at Vermont & 42nd St (Manual Arts High School) 5 to 10 minutes before time shown and operates on early dismissal School Days only.
- B** Trip originates at Vermont & 42nd St (Manual Arts High School) 5 to 10 minutes before time shown and operates on School Days only.

Phone Metro Information for exact days of operation.

Avisos especiales

- A** Viaje comienza en Vermont y 42nd St (Manual Arts High School) 5 to 10 minutos antes de la hora mostrada y opera en Salida temprana Día Escolar solamente.
- B** Viaje comienza en Vermont y 42nd St (Manual Arts High School) 5 to 10 minutos antes de que se muestre el horario y funciona solamente en días escolares.

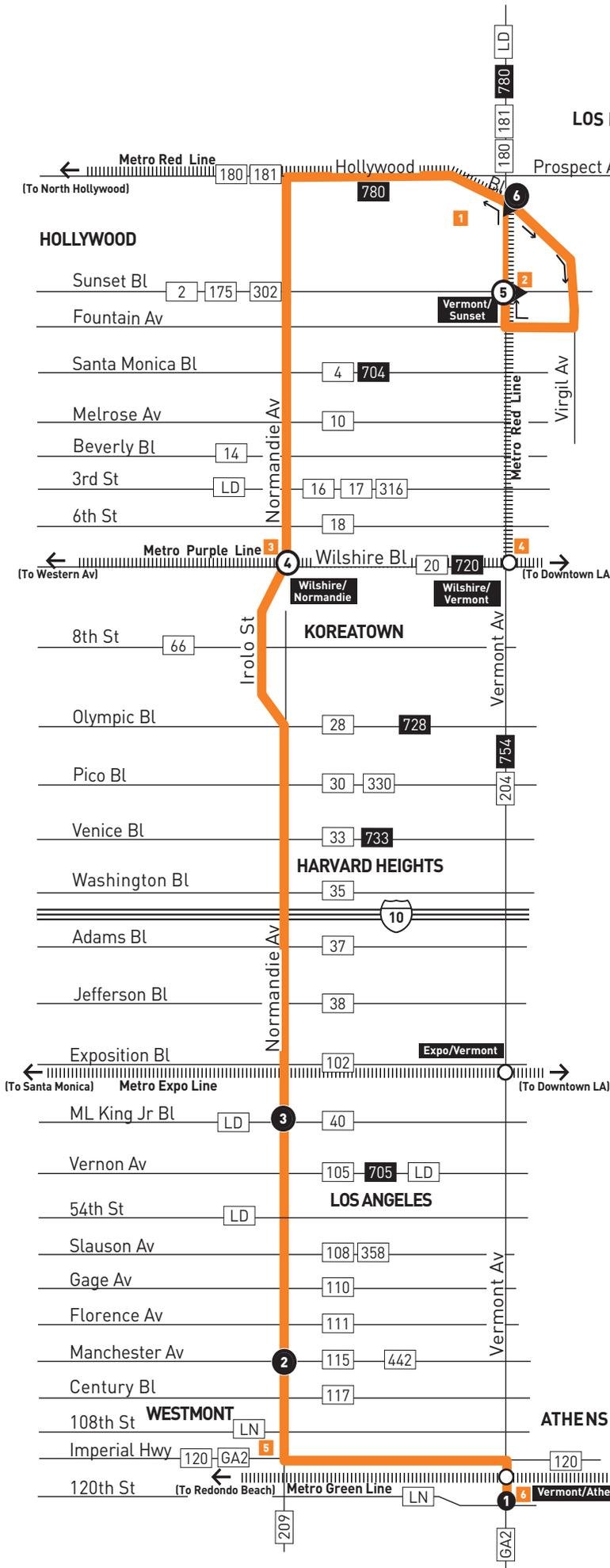
Favor de llamar al Centro de Servicio al Cliente Metro para días exactos de operacion.

Sunday and Holiday Schedules

Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingos y días feriados

Se usara horario del Domingos y días feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.



LEGEND

- Line 206 Route
- Timepoint
- Single Direction Timepoint
- Metro Rail
- Metro Rail Station & Single Direction Timepoint
- Metro Rail Station & Timepoint
- Metro Rail Station
- GA GTrans (Gardena)
- LN County of LA - The Link
- LD LADOT DASH
- T Torrance Transit

MAP NOTES

- 1 Barnsdall Park**
- 2 Vermont/Sunset Station**
Metro Red Line, Metro 2, 175, 204, 206, 302, 754; LD Hollywood, Los Feliz, Observatory
- 3 Wilshire/Normandie Station**
Metro Purple Line, Metro 20, 206, 720
- 4 Wilshire/Vermont Station**
- 5 Washington Prep High School**
Metro 206; LN Athens
- 6 Vermont/Athens Station**
Metro Green Line, Metro 204, 206, 209, 754; GA2; LN Athens

Northbound (Approximate Times)

Southbound (Approximate Times)

Northbound (Approximate Times)					Southbound (Approximate Times)				
ATHENS	LOS ANGELES	KOREATOWN	HOLLYWOOD	HOLLYWOOD	KOREATOWN	LOS ANGELES	ATHENS		
①	②	③	④	⑥	⑤	④	③	②	①
Vermont/Athens Station	Normandie & Manchester	Normandie & King	Wiltshire/Normandie Station	Vermont & Hollywood	Vermont & Sunset Station	Wiltshire/Normandie Station	Normandie & King	Normandie & Manchester	Vermont/Athens Station
4:44A	4:55A	5:08A	5:24A	5:42A	—	—	4:15A	4:27A	4:34A
5:04	5:15	5:28	5:45	6:04	—	—	4:53	5:05	5:12
5:21	5:32	5:45	6:02	6:22	—	—	5:13	5:25	5:34
5:32	5:43	5:57	6:16	6:37	5:00A	5:18A	5:33	5:45	5:54
5:44	5:55	6:09	6:28	6:50	5:20	5:38	5:53	6:06	6:17
5:53	6:05	6:19	6:39	7:01	5:37	5:56	6:12	6:25	6:37
6:03	6:15	6:29	6:51	7:14	5:54	6:14	6:31	6:46	6:58
6:12	6:24	6:40	7:02	7:26	6:12	6:32	6:50	7:06	7:18
6:21	6:33	6:50	7:14	7:38	6:26	6:47	7:06	7:22	7:34
6:31	6:43	7:00	7:28	7:53	6:37	6:58	7:17	7:33	7:46
6:41	6:53	7:10	7:38	8:03	6:47	7:09	7:28	7:44	7:57
6:51	7:03	7:20	7:48	8:13	6:56	7:19	7:38	7:54	8:06
7:02	7:15	7:32	8:00	8:25	7:05	7:28	7:48	8:04	8:16
7:14	7:27	7:45	8:13	8:38	7:15	7:38	7:58	8:13	8:25
7:25	7:39	7:57	8:25	8:49	7:25	7:49	8:08	8:23	8:35
7:38	7:52	8:09	8:37	9:01	7:36	8:00	8:18	8:33	8:44
7:56	8:10	8:27	8:52	9:16	7:48	8:12	8:30	8:45	8:56
8:17	8:31	8:47	9:11	9:35	8:00	8:24	8:42	8:57	9:09
8:37	8:51	9:07	9:31	9:55	8:15	8:39	8:57	9:12	9:24
8:58	9:11	9:27	9:50	10:14	8:33	8:57	9:15	9:30	9:42
9:18	9:31	9:47	10:10	10:34	8:52	9:16	9:35	9:50	10:02
9:38	9:51	10:07	10:29	10:53	9:12	9:36	9:55	10:10	10:22
9:58	10:11	10:27	10:49	11:13	9:32	9:56	10:15	10:30	10:42
10:18	10:31	10:47	11:09	11:33	9:52	10:16	10:35	10:50	11:02
10:38	10:51	11:07	11:29	11:53	10:12	10:36	10:55	11:11	11:23
10:58	11:11	11:27	11:49	12:13P	10:32	10:56	11:16	11:32	11:44
11:18	11:31	11:47	12:09P	12:33	10:50	11:15	11:35	11:51	12:03P
11:38	11:51	12:07P	12:29	12:53	11:10	11:35	11:55	12:11P	12:22
11:58	12:11P	12:27	12:49	1:13	11:28	11:53	12:15P	12:31	12:44
12:18P	12:31	12:47	1:09	1:33	11:48	12:13P	12:35	12:51	1:04
12:38	12:51	1:07	1:29	1:53	12:07P	12:32	12:55	1:11	1:25
12:58	1:11	1:27	1:49	2:13	12:26	12:52	1:15	1:31	1:44
1:18	1:31	1:47	2:09	2:33	12:46	1:12	1:35	1:51	2:04
1:38	1:51	2:07	2:29	2:53	1:06	1:32	1:55	2:12	2:26
1:54	2:07	2:23	2:45	3:11	1:26	1:52	2:15	2:32	2:46
2:09	2:22	2:38	3:00	3:26	1:46	2:12	2:35	2:52	3:06
2:24	2:37	2:53	3:15	3:41	2:03	2:30	2:53	3:10	3:23
2:36	2:49	3:05	3:27	3:53	2:16	2:43	3:07	3:24	3:38
2:47	3:01	3:17	3:40	4:06	2:28	2:55	3:19	3:36	3:50
2:59	3:13	3:29	3:52	4:18	2:40	3:07	3:31	3:49	4:03
3:11	3:25	3:41	4:04	4:29	2:49	3:16	3:41	3:59	4:13
3:22	3:37	3:53	4:16	4:40	3:00	3:27	3:53	4:11	4:25
3:34	3:49	4:05	4:28	4:52	3:10	3:37	4:03	4:21	4:35
3:46	4:01	4:17	4:40	5:04	3:21	3:48	4:15	4:33	4:47
3:58	4:13	4:29	4:53	5:17	3:31	3:58	4:25	4:43	4:57
4:10	4:25	4:41	5:06	5:30	3:43	4:10	4:37	4:55	5:10
4:22	4:37	4:53	5:19	5:43	3:54	4:22	4:50	5:08	5:23
4:34	4:49	5:05	5:31	5:55	4:06	4:34	5:03	5:21	5:35
4:47	5:02	5:19	5:45	6:09	4:16	4:44	5:15	5:33	5:46
5:02	5:17	5:34	6:01	6:26	4:28	4:56	5:27	5:44	—
5:23	5:37	5:54	6:20	6:45	4:39	5:07	5:38	5:55	6:08
5:43	5:57	6:14	6:39	7:05	4:51	5:19	5:50	6:07	6:20
6:03	6:17	6:34	6:59	7:24	5:03	5:31	6:02	6:19	6:32
6:28	6:41	6:57	7:20	7:45	5:16	5:44	6:13	6:30	—
6:53	7:06	7:22	7:44	8:09	5:27	5:55	6:24	6:41	6:54
7:23	7:36	7:51	8:11	8:34	5:40	6:08	6:36	6:52	7:05
7:48	8:01	8:15	8:34	8:56	5:54	6:21	6:47	7:03	—
8:29	8:42	8:56	9:14	9:36	6:06	6:33	6:59	7:14	7:27
9:25	9:36	9:49	10:05	10:24	6:22	6:48	7:11	7:26	7:38
10:29	10:40	10:53	11:08	11:26	6:39	7:05	7:26	7:41	7:52
11:39	11:49	11:59	12:15A	12:33A	6:57	7:22	7:43	7:58	8:09
					7:18	7:43	8:03	8:18	8:29
					7:42	8:06	8:23	8:37	8:48
					8:08	8:31	8:48	9:02	9:13
					8:39	9:01	9:18	9:32	9:43
					9:09	9:31	9:48	10:02	10:12
					9:46	10:07	10:23	10:37	10:47
					10:33	10:52	11:07	11:19	11:27
					11:38	11:56	12:11A	12:22A	12:30A
					12:43A	1:01A	1:16	1:27	1:34

Northbound (Approximate Times)

ATHENS	LOS ANGELES	KOREATOWN	HOLLYWOOD
1	2	3	4
Vermont/ Athens Station	Normandie & Manchester	Normandie & King	Wilshire/Normandie Station
			Vermont & Hollywood
—	—	5:03A	5:19A
5:07A	5:17A	5:29	5:45
5:32	5:44	5:57	6:14
6:00	6:11	6:25	6:42
6:20	6:31	6:45	7:02
6:39	6:51	7:05	7:24
7:00	7:13	7:28	7:47
7:22	7:35	7:50	8:10
7:44	7:57	8:13	8:33
8:08	8:20	8:36	8:56
8:30	8:42	8:58	9:18
8:52	9:04	9:20	9:40
9:12	9:24	9:41	10:02
9:32	9:46	10:03	10:24
9:54	10:08	10:25	10:46
10:15	10:29	10:46	11:08
10:36	10:50	11:06	11:29
10:59	11:13	11:29	11:51
11:19	11:33	11:50	12:12P
11:42	11:56	12:13P	12:35
12:05P	12:19P	12:36	12:58
12:26	12:40	12:57	1:20
12:49	1:03	1:20	1:43
1:11	1:25	1:42	2:05
1:33	1:47	2:04	2:27
1:55	2:09	2:26	2:49
2:16	2:30	2:47	3:10
2:37	2:51	3:08	3:31
2:57	3:11	3:28	3:51
3:17	3:31	3:48	4:11
3:37	3:51	4:08	4:31
3:58	4:12	4:29	4:51
4:19	4:33	4:48	5:11
4:37	4:51	5:07	5:30
4:57	5:10	5:27	5:50
5:17	5:30	5:47	6:10
5:43	5:56	6:13	6:35
6:06	6:19	6:35	6:55
6:31	6:44	7:00	7:20
7:01	7:14	7:30	7:50
7:43	7:56	8:12	8:31
8:34	8:46	9:01	9:19
9:25	9:36	9:48	10:05
10:28	10:39	10:51	11:07
11:42	11:51	12:01A	12:14A

Southbound (Approximate Times)

HOLLYWOOD	KOREATOWN	LOS ANGELES	ATHENS
5	4	3	2
Vermont & Sunset Station	Wilshire/Normandie Station	Normandie & King	Normandie & Manchester
			Vermont/Athens Station
—	—	5:27A	5:38A
5:48A	6:06A	6:21	6:33
6:16	6:34	6:49	7:01
6:36	6:54	7:10	7:22
6:55	7:14	7:31	7:45
7:14	7:34	7:51	8:05
7:32	7:54	8:11	8:25
7:52	8:14	8:31	8:45
8:11	8:33	8:51	9:06
8:29	8:52	9:11	9:26
8:51	9:14	9:33	9:49
9:11	9:34	9:54	10:10
9:31	9:55	10:15	10:31
9:53	10:17	10:37	10:53
10:15	10:39	10:59	11:15
10:37	11:01	11:21	11:37
10:59	11:23	11:43	11:59
11:21	11:45	12:07P	12:24P
11:41	12:06P	12:28	12:45
12:02P	12:28	12:50	1:07
12:24	12:50	1:12	1:29
12:45	1:11	1:33	1:50
1:05	1:31	1:54	2:11
1:25	1:51	2:14	2:31
1:45	2:11	2:34	2:51
2:05	2:31	2:54	3:11
2:26	2:52	3:15	3:32
2:46	3:12	3:35	3:52
3:06	3:32	3:55	4:12
3:25	3:51	4:14	4:31
3:45	4:11	4:34	4:51
4:06	4:32	4:55	5:12
4:26	4:52	5:15	5:32
4:47	5:13	5:36	5:53
5:08	5:34	5:57	6:13
5:29	5:55	6:17	6:33
5:49	6:15	6:37	6:53
6:09	6:35	6:57	7:13
6:34	7:00	7:20	7:36
7:00	7:25	7:45	8:00
7:31	7:55	8:13	8:28
8:04	8:25	8:43	8:58
8:34	8:55	9:13	9:27
9:12	9:31	9:49	10:02
9:53	10:11	10:27	10:38
10:35	10:53	11:09	11:20
11:37	11:55	12:11A	12:22A
12:42A	1:00A	1:16	1:27

Sunday and Holidays

Effective Jun 23 2019

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Northbound (Approximate Times)

ATHENS	LOS ANGELES	KOREATOWN	HOLLYWOOD
①	②	③	④
Vermont/Athens Station	Normandie & Manchester	Normandie & King	Wilshire/Normandie Station
—	—	▲6:17A	6:33A
6:21A	6:31A	6:44	7:00
6:46	6:56	7:09	7:27
7:11	7:22	7:35	7:53
7:31	7:42	7:55	8:13
7:51	8:02	8:15	8:33
8:10	8:21	8:34	8:53
8:27	8:39	8:54	9:13
8:47	8:59	9:14	9:33
9:07	9:19	9:34	9:53
9:27	9:39	9:54	10:13
9:46	9:58	10:13	10:33
10:08	10:20	10:35	10:55
10:30	10:42	10:57	11:17
10:52	11:04	11:19	11:39
11:14	11:26	11:41	12:01P
11:35	11:47	12:02P	12:23
11:56	12:08P	12:24	12:45
12:17P	12:29	12:45	1:07
12:39	12:51	1:07	1:29
1:01	1:13	1:29	1:51
1:23	1:35	1:51	2:13
1:46	1:58	2:14	2:35
2:08	2:20	2:36	2:57
2:31	2:43	2:58	3:19
2:53	3:05	3:20	3:41
3:15	3:27	3:42	4:03
3:37	3:49	4:04	4:25
3:58	4:10	4:25	4:47
4:22	4:34	4:49	5:11
4:49	5:01	5:16	5:37
5:16	5:28	5:43	6:03
5:44	5:56	6:11	6:31
6:15	6:27	6:42	7:02
6:46	6:58	7:13	7:33
7:18	7:30	7:44	8:03
7:53	8:05	8:19	8:38
8:34	8:46	9:00	9:18
9:25	9:36	9:49	10:05
10:28	10:39	10:52	11:07
11:39	11:49	11:59	12:14A

Southbound (Approximate Times)

HOLLYWOOD	KOREATOWN	LOS ANGELES	ATHENS
⑤	④	③	②
Vermont & Sunset Station	Wilshire/Normandie Station	Normandie & King	Normandie & Manchester
6:05A	6:23A	6:39A	6:51A
6:37	6:55	7:11	7:23
7:06	7:24	7:40	7:53
7:29	7:48	8:04	8:17
7:49	8:08	8:24	8:38
8:09	8:28	8:46	9:00
8:28	8:48	9:06	9:21
8:48	9:08	9:27	9:42
9:06	9:28	9:47	10:02
9:26	9:48	10:07	10:22
9:46	10:08	10:27	10:42
10:08	10:30	10:49	11:04
10:30	10:52	11:11	11:26
10:52	11:14	11:33	11:48
11:13	11:36	11:56	12:12P
11:35	11:58	12:18P	12:35
11:56	12:20P	12:40	12:57
12:18P	12:42	1:02	1:19
12:40	1:04	1:24	1:41
1:02	1:26	1:46	2:03
1:24	1:48	2:08	2:25
1:46	2:10	2:30	2:47
2:08	2:32	2:52	3:09
2:30	2:54	3:14	3:31
2:52	3:16	3:36	3:53
3:14	3:38	3:58	4:15
3:36	4:00	4:20	4:37
3:58	4:22	4:42	4:59
4:19	4:44	5:03	5:20
4:41	5:05	5:24	5:40
5:02	5:26	5:45	6:01
5:23	5:47	6:06	6:22
5:49	6:13	6:32	6:47
6:16	6:39	6:58	7:13
6:43	7:06	7:25	7:40
7:11	7:33	7:52	8:07
7:38	8:00	8:18	8:33
8:07	8:27	8:45	9:00
8:34	8:54	9:12	9:26
9:12	9:31	9:49	10:02
9:53	10:11	10:27	10:38
10:35	10:53	11:09	11:20
11:37	11:55	12:11A	12:22A
12:42A	1:00A	1:16	1:27

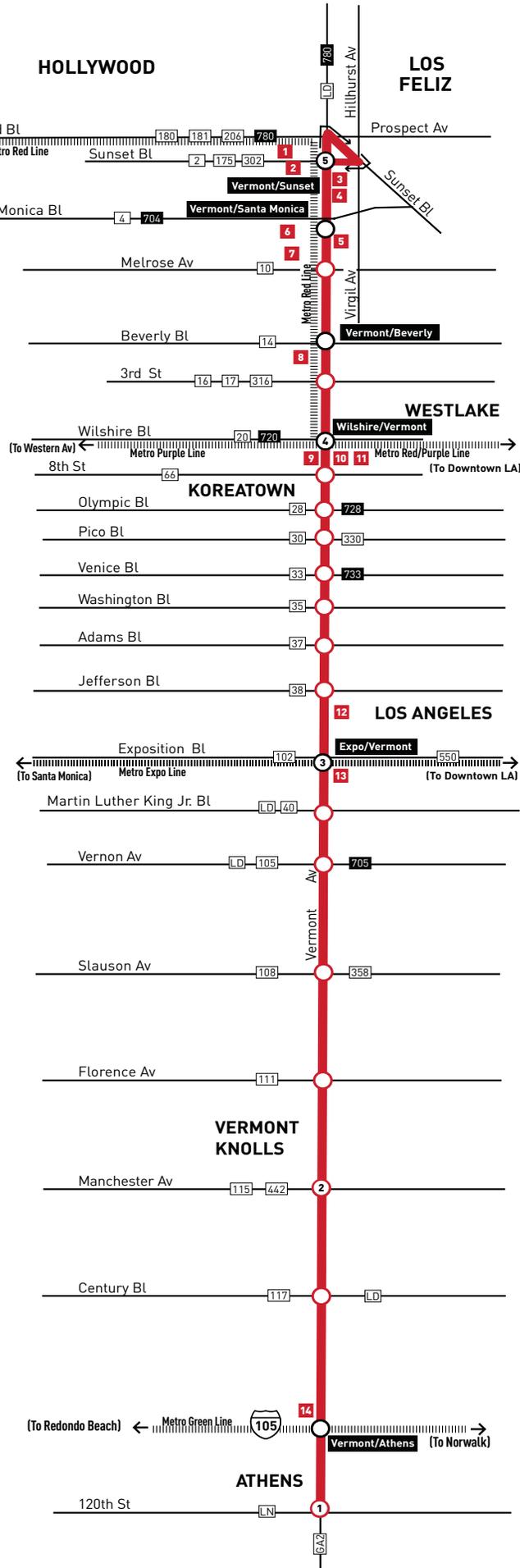


LEGEND

- Line 754 Route
- Metro Rapid Stop
- # Timepoint
- Metro Rail
- Metro Rail Station & Rapid Stop
- # Metro Rail Station & Timepoint
- CE LADOT Commuter Express
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link

MAP NOTES

- 1 **Kaiser Hospital**
- 2 **Vermont/Sunset Red Line Station**
Metro 2, 175, 180, 181, 204, 206, 302, 754, 780;
LD Hollywood, LD Los Feliz
- 3 **Children's Hospital of Los Angeles**
- 4 **Queen of Angels Hollywood Presbyterian Medical Center**
- 5 **Vermont/Santa Monica Red Line Station**
Metro 4, 204, 704, 754;
LD Hollywood
- 6 **Los Angeles City College**
- 7 **Braille Institute**
- 8 **Vermont/Beverly Red Line Station**
Metro 14, 204, 754
- 9 **Wilshire/Vermont Red/Purple Lines Station**
Metro 18, 20, 51, 52, 201, 204, 351, 720, 754;
LD Wilshire Center/ Koreatown
- 10 **Metro Customer Center 3183 Wilshire Bl Ste 174**
- 11 **Southwestern University School of Law**
- 12 **University of Southern California**
- 13 **LA Coliseum**
- 14 **Vermont/Athens Station**
Metro Green Line Metro 204, 206, 209, 754;
LN Athens; GA2



Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	VERMONT KNOLLS	LOS ANGELES	WESTLAKE	HOLLYWOOD	HOLLYWOOD	WESTLAKE	LOS ANGELES	VERMONT KNOLLS	ATHENS
1	2	3	4	5	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Expo/Vermont Station	Wilshire/Vermont Station	Vermont & Sunset Station	Vermont & Sunset Station	Wilshire/Vermont Station	Expo/Vermont Station	Vermont & Manchester	Vermont & 120th
4:53A	5:01A	5:14A	5:28A	5:38A	5:10A	5:22A	5:35A	5:49A	6:00A
5:13	5:21	5:34	5:48	5:58	5:27	5:39	5:52	6:06	6:17
5:26	5:34	5:47	6:01	6:12	5:42	5:54	6:07	6:21	6:32
5:36	5:44	5:57	6:12	6:23	5:54	6:07	6:20	6:34	6:45
5:42	5:51	6:05	6:20	6:31	6:04	6:17	6:30	6:45	6:56
5:48	5:57	6:12	6:27	6:38	6:14	6:27	6:41	6:56	7:07
5:54	6:03	6:19	6:34	6:45	6:23	6:37	6:51	7:06	7:18
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6:07	6:16	6:33	6:49	7:00	6:38	6:52	7:06	7:21	7:33
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6:34	6:44	7:03	7:22	7:34	7:04	7:18	7:33	7:50	8:02
6:40	6:50	7:10	7:29	7:42	7:10	7:24	7:39	7:56	—
6:46	6:56	7:17	7:36	7:49	7:17	7:31	7:46	8:03	8:15
6:51	7:01	7:23	7:43	7:56	7:22	7:37	7:52	8:09	—
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7:05	7:15	7:37	7:57	8:10	7:35	7:50	8:05	8:21	8:33
7:11	7:21	7:44	8:04	8:17	7:42	7:57	8:12	8:28	8:40
7:17	7:27	7:51	8:11	8:24	7:49	8:04	8:19	8:35	8:47
7:24	7:34	7:58	8:18	8:31	7:57	8:12	8:27	8:43	8:55
7:31	7:41	8:05	8:25	8:38	8:05	8:20	8:35	8:51	9:03
7:39	7:49	8:12	8:32	8:45	8:13	8:28	8:43	8:59	9:11
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7:53	8:03	8:25	8:45	8:58	8:29	8:44	8:59	9:15	9:27
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8:19	8:29	8:48	9:08	9:21	9:01	9:16	9:32	9:48	10:00
8:29	8:39	8:58	9:18	9:31	9:15	9:30	9:46	10:02	10:14
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9:19	9:29	9:47	10:07	10:20	10:12	10:28	10:44	11:00	11:12
9:34	9:44	10:02	10:22	10:35	10:27	10:43	10:59	11:16	11:28
9:49	9:59	10:17	10:37	10:50	10:42	10:58	11:15	11:32	11:44
10:04	10:14	10:32	10:52	11:05	10:57	11:13	11:30	11:47	11:59
10:19	10:29	10:47	11:07	11:20	11:12	11:28	11:45	12:02P	12:14P
10:34	10:44	11:02	11:22	11:35	11:27	11:43	11:59	12:17	12:29
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11:04	11:14	11:32	11:52	12:05P	11:56	12:13P	12:31	12:48	1:00
11:19	11:29	11:47	12:07P	12:20	12:11P	12:28	12:46	1:03	1:15
11:34	11:44	12:02P	12:22	12:35	12:26	12:43	1:01	1:19	1:31
11:49	11:59	12:17	12:37	12:50	12:41	12:58	1:06	1:34	1:46
12:04P	12:14P	12:32	12:52	1:05	12:56	1:13	1:31	1:49	2:01
12:19	12:29	12:47	1:07	1:20	1:11	1:28	1:46	2:04	2:16
12:34	12:44	1:02	1:22	1:35	1:26	1:43	2:01	2:19	2:31
12:49	12:59	1:17	1:37	1:50	1:41	1:58	2:17	2:35	2:47
1:04	1:14	1:32	1:52	2:05	1:56	2:13	2:32	2:50	3:02
1:19	1:29	1:47	2:07	2:20	2:11	2:28	2:47	3:05	3:17
1:33	1:43	2:01	2:21	2:34	2:25	2:43	3:03	3:22	3:34
1:47	1:57	2:15	2:35	2:48	2:40	2:58	3:20	3:39	3:51
2:01	2:11	2:29	2:49	3:02	2:48	3:06	3:28	3:47	3:59
2:11	2:21	2:39	2:59	3:12	2:55	3:13	3:35	3:54	4:06
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2:27	2:37	2:55	3:15	3:28	3:08	3:26	3:48	4:07	4:19
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2:41	2:51	3:09	3:29	3:42	3:21	3:39	4:01	4:21	4:33
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3:08	3:18	3:37	3:57	4:10	3:47	4:05	4:29	4:49	5:01
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3:22	3:32	3:51	4:12	4:25	4:00	4:18	4:43	5:03	—
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4:11	4:21	4:40	5:01	5:15	4:45	5:03	5:31	5:51	6:03
4:18	4:28	4:47	5:08	5:22	4:52	5:10	5:38	5:58	6:10
4:25	4:35	4:54	5:16	5:30	4:58	5:16	5:44	6:04	6:16
4:32	4:42	5:01	5:24	5:38	5:05	5:23	5:50	6:10	6:22
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4:52	5:02	5:21	5:47	6:01	5:19	5:37	6:04	6:24	6:36
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5:26	5:36	5:55	6:20	6:34	5:46	6:04	6:29	6:48	6:59
5:38	5:48	6:07	6:31	6:45	5:57	6:14	6:39	6:58	7:09
5:51	6:01	6:19	6:42	6:55	6:07	6:24	6:47	7:06	7:17
6:05	6:15	6:33	6:55	7:08	6:19	6:36	6:57	7:15	7:26
6:21	6:31	6:48	7:09	7:22	6:31	6:48	7:07	7:24	7:35
6:36	6:46	7:03	7:23	7:36	6:46	7:03	7:22	7:38	7:49
6:53	7:03	7:19	7:38	7:50	7:02	7:18	7:36	7:52	8:03
7:11	7:20	7:35	7:52	8:04	7:23	7:38	7:54	8:10	8:21
7:31	7:40	7:55	8:11	8:23	7:43	7:58	8:13	8:28	8:39
7:51	8:00	8:15	8:31	8:43	8:04	8:18	8:33	8:47	8:58
8:11	8:20	8:35	8:50	9:02	8:24	8:38	8:53	9:07	9:18
8:35	8:44	8:59	9:14	9:25					

Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	VERMONT KNOLLS	LOS ANGELES	WESTLAKE	HOLLYWOOD	HOLLYWOOD	WESTLAKE	LOS ANGELES	VERMONT KNOLLS	ATHENS
1	2	3	4	5	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Expo/Vermont Station	Wishire/Vermont Station	Vermont & Sunset Station	Vermont & Sunset Station	Wishire/Vermont Station	Expo/Vermont Station	Vermont & Manchester	Vermont & 120th
5:50A	5:58A	6:12A	6:26A	6:37A	6:05A	6:17A	6:31A	6:45A	6:55A
6:05	6:13	6:27	6:41	6:52	6:21	6:33	6:47	7:01	7:11
6:19	6:28	6:42	6:56	7:07	6:35	6:49	7:03	7:17	7:27
6:33	6:42	6:56	7:11	7:22	6:53	7:05	7:20	7:34	7:44
6:48	6:57	7:12	7:27	7:39	7:08	7:21	7:36	7:50	8:00
7:02	7:11	7:26	7:41	7:53	7:23	7:37	7:52	8:07	8:17
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7:41	7:50	8:06	8:22	8:34	8:05	8:19	8:34	8:50	9:00
7:54	8:03	8:19	8:35	8:47	8:19	8:33	8:48	9:04	9:14
8:07	8:16	8:32	8:48	9:00	8:33	8:47	9:02	9:18	9:28
8:20	8:29	8:45	9:01	9:13	8:47	9:01	9:16	9:32	9:42
8:33	8:42	8:58	9:14	9:26	9:00	9:15	9:30	9:46	9:56
8:46	8:55	9:12	9:28	9:40	9:13	9:28	9:44	10:00	10:11
8:58	9:07	9:25	9:42	9:54	9:25	9:41	9:57	10:14	10:25
9:10	9:19	9:37	9:54	10:06	9:40	9:56	10:12	10:29	10:40
9:22	9:31	9:49	10:06	10:19	9:56	10:12	10:28	10:46	10:57
9:34	9:43	10:01	10:19	10:32	10:10	10:26	10:43	11:01	11:12
9:47	9:56	10:14	10:32	10:45	10:24	10:40	10:57	11:15	11:26
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10:12	10:22	10:40	10:58	11:11	10:50	11:06	11:24	11:42	11:53
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10:37	10:47	11:05	11:24	11:37	11:15	11:32	11:50	12:09P	12:20
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11:03	11:13	11:31	11:50	12:03P	11:40	11:57	12:16	12:35	12:46
11:16	11:26	11:44	12:03P	12:16	11:52	12:09P	12:28	12:47	12:58
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11:40	11:50	12:08P	12:28	12:41	12:16	12:33	12:52	1:11	1:22
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12:02P	12:12	12:30	12:50	1:03	12:40	12:57	1:16	1:35	1:46
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7:45	7:55	8:12	8:28	8:40	7:59	8:14	8:30	8:45	8:55
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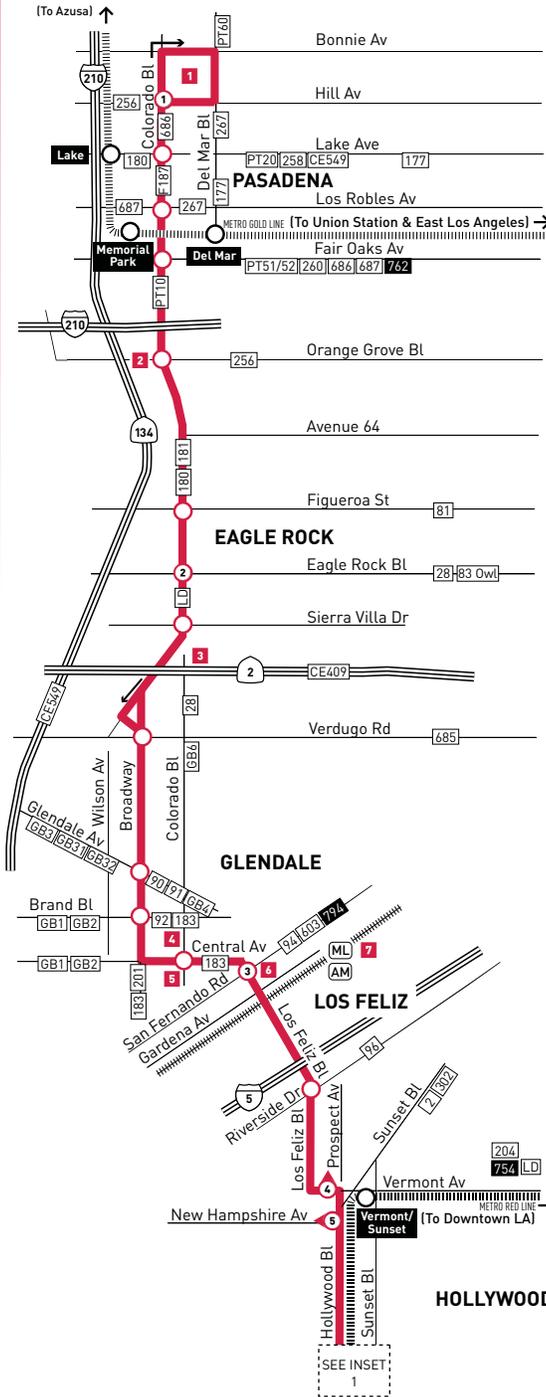
Sunday and Holidays

Northbound (Approximate Times)

Southbound (Approximate Times)

ATHENS	VERMONT KNOLLS	LOS ANGELES	WESTLAKE	HOLLYWOOD	HOLLYWOOD	WESTLAKE	LOS ANGELES	VERMONT KNOLLS	ATHENS
1	2	3	4	5	5	4	3	2	1
Vermont & 120th	Vermont & Manchester	Expo/Vermont Station	Wishire/Vermont Station	Vermont & Sunset Station	Vermont & Sunset Station	Wishire/Vermont Station	Expo/Vermont Station	Vermont & Manchester	Vermont & 120th
6:01A	6:09A	6:23A	6:37A	6:49A	6:03A	6:15A	6:28A	6:42A	6:52A
6:37	6:45	6:59	7:13	7:25	6:36	6:48	7:01	7:15	7:25
7:05	7:14	7:28	7:43	7:55	7:08	7:20	7:33	7:48	7:58
7:24	7:33	7:48	8:03	8:15	7:31	7:43	7:56	8:11	8:21
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8:03	8:12	8:27	8:43	8:55	8:15	8:27	8:41	8:56	9:06
8:21	8:30	8:46	9:02	9:15	8:37	8:49	9:04	9:20	9:30
8:39	8:49	9:05	9:21	9:34	8:58	9:10	9:25	9:41	9:51
8:57	9:07	9:24	9:41	9:54	9:17	9:30	9:45	10:01	10:12
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9:35	9:45	10:02	10:19	10:32	9:56	10:10	10:26	10:43	10:54
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10:46	10:56	11:14	11:31	11:45	11:15	11:30	11:46	12:03P	12:14P
11:02	11:12	11:30	11:47	12:01P	11:34	11:50	12:06P	12:23	12:34
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11:33	11:43	12:01P	12:17	12:32	12:32P	12:48	12:65	1:02	1:13
11:48	11:58	12:16	12:33	12:47	12:47	12:63	1:00	1:17	1:28
12:02P	12:12P	12:30	12:48	1:02	12:42	12:58	1:16	1:33	1:44
12:17	12:27	12:45	1:03	1:17	12:57	1:13	1:31	1:48	1:59
12:32	12:42	1:00	1:18	1:32	1:12	1:28	1:46	2:03	2:14
12:47	12:57	1:15	1:33	1:47	1:27	1:43	2:01	2:18	2:29
1:02	1:12	1:30	1:48	2:02	1:42	1:58	2:16	2:33	2:44
1:17	1:27	1:45	2:03	2:17	1:57	2:13	2:31	2:48	2:59
1:32	1:42	2:00	2:18	2:32	2:12	2:28	2:46	3:03	3:14
1:47	1:57	2:15	2:33	2:47	2:27	2:43	3:01	3:18	3:29
2:02	2:12	2:30	2:48	3:02	2:42	2:58	3:15	3:32	3:43
2:17	2:27	2:45	3:03	3:17	2:57	3:13	3:30	3:47	3:58
2:33	2:43	3:01	3:19	3:33	3:12	3:28	3:45	4:02	4:13
2:49	2:59	3:17	3:35	3:49	3:27	3:43	4:00	4:17	4:28
3:06	3:16	3:34	3:52	4:06	3:42	3:58	4:15	4:32	4:43
3:25	3:35	3:53	4:10	4:24	3:57	4:13	4:30	4:47	4:58
3:45	3:55	4:12	4:29	4:42	4:11	4:27	4:44	5:01	5:12
4:04	4:14	4:31	4:48	5:01	4:27	4:43	5:00	5:17	5:28
4:23	4:33	4:50	5:07	5:20	4:45	5:01	5:17	5:34	5:45
4:44	4:53	5:10	5:27	5:40	5:03	5:19	5:35	5:52	6:03
5:04	5:13	5:30	5:47	6:00	5:25	5:41	5:57	6:14	6:25
5:24	5:33	5:50	6:07	6:20	5:44	6:02	6:18	6:34	6:45
5:49	5:58	6:14	6:31	6:44	6:06				

ROUTE MAP



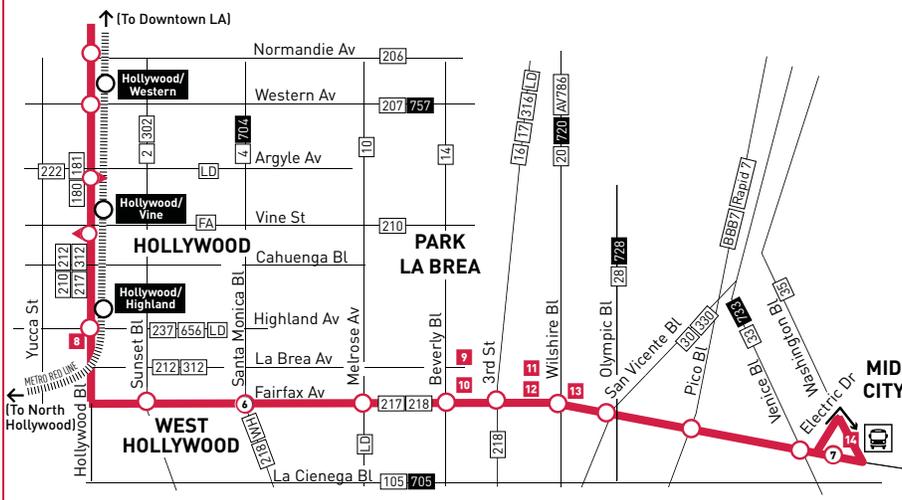
LEGEND

- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- Metrolink
- LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

MAP NOTES

- 1 Pasadena City College**
- 2 Norton Simon Museum**
- 3 Eagle Rock Plaza**
- 4 The Americana at Brand**
- 5 Glendale Galleria**
- 6 Glendale Transportation Center**
Metro 183;
GB1, GB2, GB11, GB12,
- 7 Glendale Station**
Metrolink Ventura County Line,
Antelope Valley Line; Amtrak;
- 8 Hollywood & Highland Center**
- 9 The Grove**
- 10 Farmer's Market**
- 11 La Brea Tar Pits**
- 12 LA County Museum of Art**
- 13 Petersen Automotive Museum**
- 14 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217, 705,
780; C1, C4; CE437

INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB



Eastbound (Approximate Times)

LOS ANGELES	WEST HOLLYWOOD	HOLLYWOOD	GLENDALE	EAGLE ROCK	PASADENA
7	6	4	3	2	1
Washington/Fairfax Transit Hub	Fairfax & Santa Monica	Vermont & Prospect	Los Feliz & San Fernando	Colorado & Eagle Rock	Colorado & Hill
—	—	5:50A	5:58A	6:13A	6:32A
5:31A	5:46A	6:06	6:15	6:30	6:50
5:47	6:02	6:22	6:31	6:48	7:09
5:59	6:16	6:38	6:48	7:06	7:28
6:14	6:31	6:53	7:03	7:22	7:44
6:27	6:45	7:07	7:18	7:37	7:59
6:39	6:57	7:20	7:31	7:50	8:12
6:50	7:09	7:33	7:47	8:06	8:28
7:03	7:22	7:46	8:00	8:19	8:41
7:16	7:35	8:00	8:14	8:33	8:55
7:28	7:50	8:15	8:29	8:48	9:10
7:44	8:06	8:31	8:45	9:04	9:26
8:00	8:22	8:47	9:01	9:21	9:43
8:17	8:40	9:05	9:19	9:39	10:01
8:39	9:02	9:27	9:40	10:00	10:22
9:01	9:26	9:51	10:04	10:24	10:46
9:26	9:51	10:16	10:29	10:49	11:11
9:51	10:16	10:41	10:54	11:14	11:36
10:15	10:40	11:06	11:20	11:41	12:03P
10:39	11:04	11:31	11:45	12:07P	12:29
11:04	11:30	11:57	12:12P	12:34	12:56
11:29	11:55	12:23P	12:38	1:00	1:22
11:54	12:20P	12:49	1:04	1:26	1:48
12:20P	12:46	1:15	1:31	1:53	2:15
12:44	1:12	1:41	1:57	2:19	2:41
1:09	1:37	2:07	2:24	2:47	3:10
1:34	2:02	2:32	2:49	3:12	3:35
1:52	2:21	2:52	3:09	3:32	3:55
2:08	2:39	3:12	3:29	3:52	4:15
2:27	2:59	3:32	3:52	4:15	4:38
2:45	3:17	3:50	4:10	4:33	4:56
3:01	3:33	4:08	4:28	4:52	5:15
3:18	3:51	4:26	4:46	5:10	5:33
3:36	4:09	4:44	5:04	5:28	5:51
3:54	4:27	5:02	5:23	5:47	6:10
4:11	4:44	5:19	5:40	6:03	6:25
4:29	5:01	5:36	5:57	6:20	6:42
4:46	5:18	5:53	6:13	6:35	6:57
5:05	5:36	6:10	6:29	6:50	7:12
5:22	5:53	6:27	6:44	7:05	7:26
5:40	6:11	6:45	7:02	7:22	7:43
6:00	6:29	7:03	7:20	7:40	8:01
6:20	6:49	7:21	7:37	7:57	8:17
6:40	7:08	7:39	7:54	8:13	8:33
7:01	7:29	8:00	8:12	8:30	8:50

Westbound (Approximate Times)

PASADENA	EAGLE ROCK	GLENDALE	HOLLYWOOD	WEST HOLLYWOOD	LOS ANGELES
1	2	3	5	6	7
Colorado & Hill	Colorado & Eagle Rock	Los Feliz & San Fernando	Hollywood & New Hampshire	Fairfax & Santa Monica	Washington/Fairfax Transit Hub
5:09A	5:28A	5:43A	5:53A	6:12A	6:33A
5:25	5:45	6:00	6:10	6:31	6:52
5:39	6:00	6:17	6:29	6:51	7:16
5:51	6:13	6:30	6:42	7:06	7:31
6:04	6:26	6:43	6:55	7:21	7:46
6:15	6:37	6:55	7:08	7:36	8:02
6:26	6:48	7:07	7:21	7:52	8:18
6:39	7:01	7:20	7:35	8:08	8:35
6:52	7:17	7:37	7:52	8:25	8:52
7:11	7:36	7:57	8:12	8:45	9:12
7:32	7:59	8:20	8:35	9:07	9:34
7:54	8:22	8:44	8:59	9:30	9:57
8:20	8:48	9:10	9:24	9:55	10:22
8:46	9:14	9:36	9:50	10:20	10:46
9:10	9:38	10:01	10:15	10:45	11:11
9:35	10:03	10:26	10:40	11:10	11:36
9:59	10:28	10:51	11:05	11:35	12:01P
10:22	10:51	11:14	11:28	11:58	12:26
10:45	11:14	11:38	11:53	12:23P	12:51
11:09	11:38	12:03P	12:18P	12:48	1:16
11:33	12:03P	12:28	12:43	1:13	1:41
11:57	12:28	12:53	1:08	1:38	2:06
12:22P	12:53	1:18	1:33	2:03	2:32
12:46	1:17	1:42	1:57	2:27	2:56
1:06	1:37	2:02	2:17	2:47	3:16
1:25	1:56	2:21	2:36	3:07	3:36
1:44	2:15	2:40	2:55	3:27	3:56
2:04	2:35	3:00	3:15	3:47	4:16
2:24	2:55	3:20	3:35	4:07	4:36
2:44	3:15	3:40	3:55	4:27	4:57
3:02	3:33	3:58	4:14	4:46	5:16
3:19	3:50	4:15	4:31	5:04	5:34
3:36	4:07	4:32	4:48	5:22	5:52
3:53	4:25	4:50	5:06	5:40	6:10
4:12	4:44	5:09	5:25	5:59	6:28
4:32	5:04	5:29	5:45	6:19	6:47
4:57	5:29	5:54	6:10	6:44	7:11
5:33	6:04	6:27	6:43	7:15	7:42
6:12	6:41	7:03	7:18	7:49	8:14
6:54	7:22	7:41	7:54	—	—

For additional service, see Line 180/181 and Line 217 timetables.

Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip".

Special Notes

- B** Originates at Hollywood & Argyle approximately 8 minutes before time shown.
- C** Terminates at Hollywood & Argyle approximately 11 minutes after time shown.

Avisos especiales

- B** Se origina en Hollywood y Argyle aproximadamente 8 minutos antes de la hora mostrada.
- C** Termina en Hollywood y Argyle aproximadamente 11 minutos después de la hora mostrada.

CLOCKWISE ROUTE/EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

	LEAVES/SALE FOUNTAIN & VINE A	FRANKLIN & LAS PALMAS B	FRANKLIN & WESTERN C	SANTA MONICA & VERMONT D	FOUNTAIN & WESTERN E	ARRIVES/LLEGA FOUNTAIN & VINE A
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS/ PRIMER AUTOBÚS	6:00am	6:08	6:18	6:28	6:38	6:50
30	then every 30 minutes until /entonces cada 30 minutos hasta					
LAST BUS/ ÚLTIMO AUTOBÚS	7:00pm	7:08	7:18	7:28	7:38	7:50

SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS/ PRIMER AUTOBÚS	9:00AM	9:08	9:18	9:28	9:38	9:50
30	then every 30 minutes until /entonces cada 30 minutos hasta					
LAST BUS SAT/ ÚLTIMO AUTOBÚS SÁBADO	6:30pm	6:38	6:48	6:58	7:08	7:20
LAST BUS SUN/ ÚLTIMO AUTOBÚS DOMINGO	6:00pm	6:08	6:18	6:28	6:38	6:50

COUNTERCLOCKWISE ROUTE/EN EL SENTIDO OPUESTO DE LAS MANECILLAS DEL RELOJ

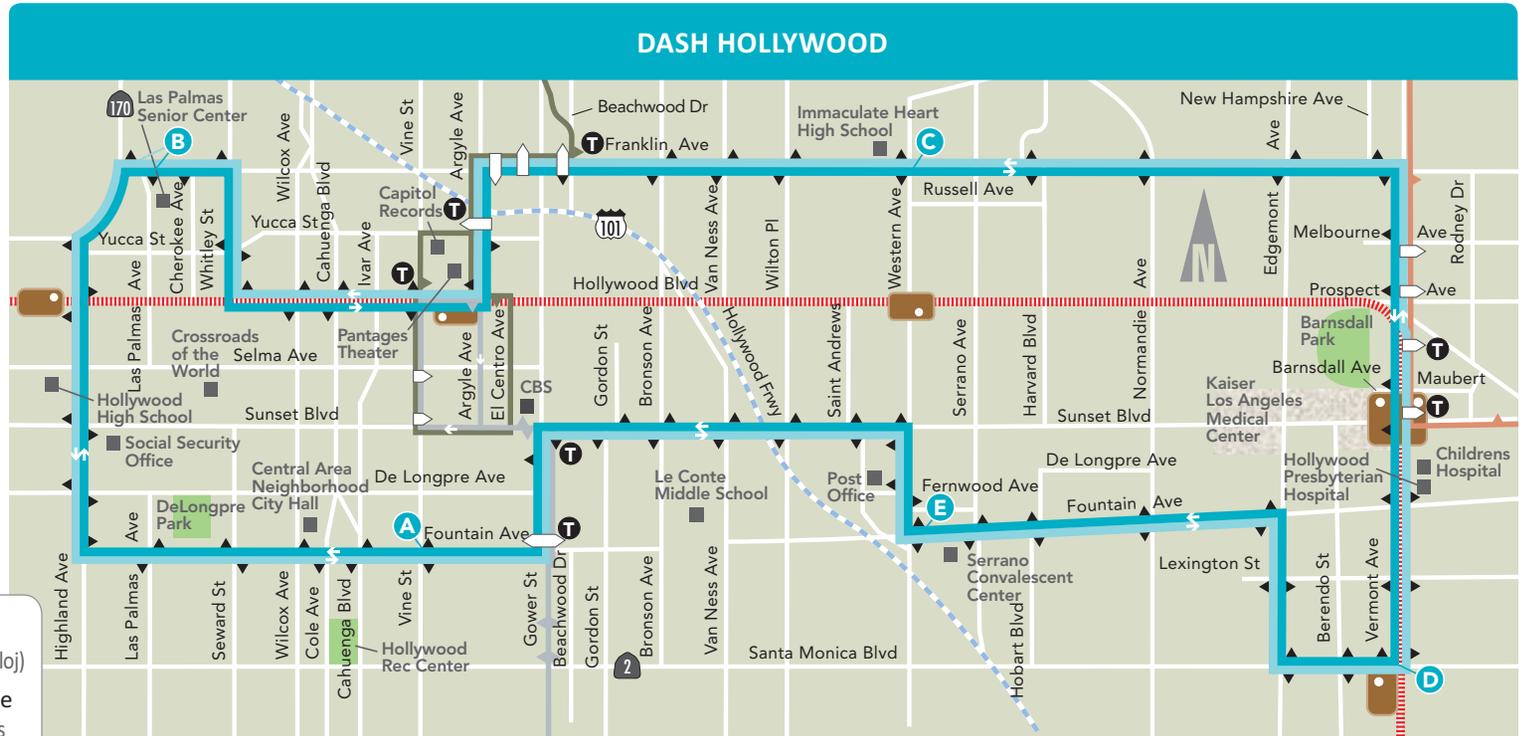
	LEAVES/SALE FOUNTAIN & VINE A	FOUNTAIN & WESTERN E	SANTA MONICA & VERMONT D	FRANKLIN & WESTERN C	FRANKLIN & LAS PALMAS B	ARRIVES/LLEGA FOUNTAIN & VINE A
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS/ PRIMER AUTOBÚS	6:00am	6:08	6:18	6:28	6:38	6:50
30	then every 30 minutes until /entonces cada 30 minutos hasta					
LAST BUS/ ÚLTIMO AUTOBÚS	7:00pm	7:08	7:18	7:28	7:38	7:50

SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS/ PRIMER AUTOBÚS	9:00am	9:08	9:18	9:28	9:38	9:50
30	then every 30 minutes until /entonces cada 30 minutos hasta					
LAST BUS SAT/ ÚLTIMO AUTOBÚS SÁBADO	6:30pm	6:38	6:48	6:58	7:08	7:20
LAST BUS SUN/ ÚLTIMO AUTOBÚS DOMINGO	6:00pm	6:08	6:18	6:28	6:38	6:50



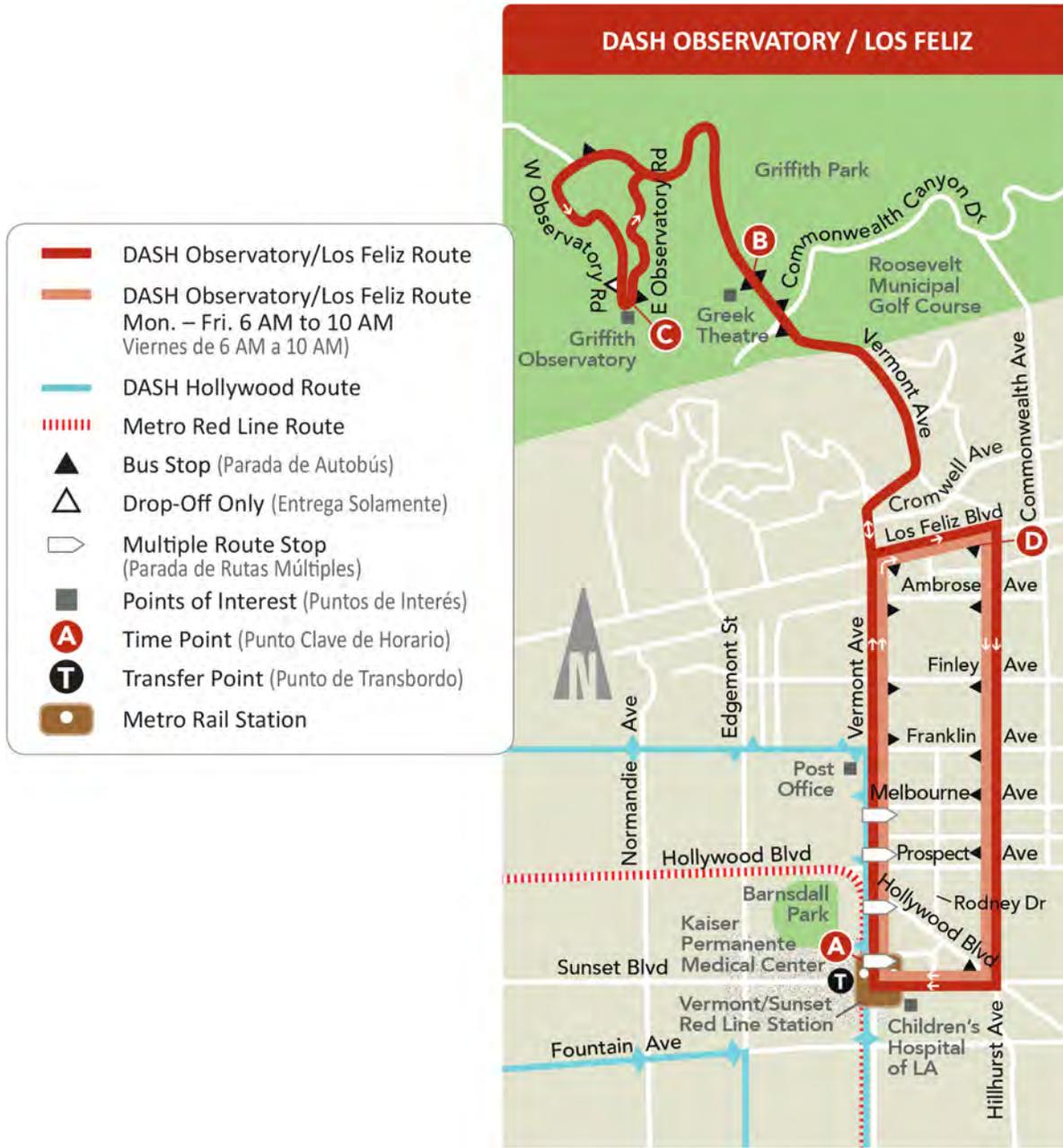
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com



-  DASH Hollywood - Clockwise Route (Ruta en el Sentido de las Manecillas del Reloj)
-  DASH Hollywood - Counterclockwise Route (Ruta en el Sentido Opuesto de las Manecillas del Reloj)
-  DASH Hollywood/Wilshire Route
-  DASH Los Feliz/Observatory Route
-  DASH Beachwood Canyon Route
-  Commuter Express Routes 422 & 423
-  Metro Rail Red Line
-  Bus Stop (Parada de Autobús)
-  Multiple Route Stop (Parada de Rutas Múltiples)
-  Points of Interest (Puntos de Interés)
-  Time Point (Punto Clave de Horario)
-  Transfer Point (Punto de Transbordo)
-  Metro Rail Station & Entrance (Estación y Entrada de Metro)

ROUTE MAP



SCHEDULES

NORTHBOUND WEEKDAY

OBSERVATORY/LOS FELIZ NORTHBOUND – MONDAY - FRIDAY (Griffith Observatory Closed Mondays)				
	A	B	C	D
	Leaves Vermont/ Sunset Station	Greek Theatre	Griffith Observatory	Los Feliz/Hillhurst
A. M.	6:00	–	–	6:05
P.M. times are indicated in bold type				

	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
<u>A. M.</u>	6:20	–	–	6:25
<u>A. M.</u>	6:40	–	–	6:45
<u>A. M.</u>	7:00	–	–	7:05
<u>A. M.</u>	7:20	–	–	7:25
<u>A. M.</u>	7:40	–	–	7:45
<u>A. M.</u>	8:00	–	–	8:05
<u>A. M.</u>	8:20	–	–	8:25
<u>A. M.</u>	8:40	–	–	8:45
<u>A. M.</u>	9:00	–	–	9:05
<u>A. M.</u>	9:20	–	–	9:25
<u>A. M.</u>	9:40	–	–	9:45
<u>A. M.</u>	10:00	10:07	10:14	–
<u>A. M.</u>	10:15	10:22	10:29	–
<u>A. M.</u>	10:30	10:37	10:44	–
<u>A. M.</u>	10:45	10:52	10:59	–
<u>A. M.</u>	11:00	11:07	11:14	–
<u>A. M.</u>	11:15	11:22	11:29	–
<u>A. M.</u>	11:30	11:37	11:44	–
<u>A. M.</u>	11:45	11:52	11:59	–
<u>P. M.</u>	–	–	–	–
P. M.	12:00	12:07	12:14	–
P. M.	12:15	12:22	12:29	–
P. M.	12:30	12:37	12:44	–
P. M.	12:45	12:52	12:59	–
P. M.	1:00	1:07	1:14	–
P. M.	1:15	1:22	1:29	–
P. M.	1:30	1:37	1:44	–
P. M.	1:45	1:52	1:59	–

P.M. times are indicated in bold type

	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
P. M.	2:00	2:07	2:14	–
P. M.	2:15	2:22	2:29	–
P. M.	2:30	2:37	2:44	–
P. M.	2:45	2:52	2:59	–
P. M.	3:00	3:07	3:14	–
P. M.	3:15	3:22	3:29	–
P. M.	3:30	3:37	3:44	–
P. M.	3:45	3:52	3:59	–
P. M.	4:00	4:07	4:14	–
P. M.	4:15	4:22	4:29	–
P. M.	4:30	4:37	4:44	–
P. M.	4:45	4:52	4:59	–
P. M.	5:00	5:07	5:14	–
P. M.	5:15	5:22	5:29	–
P. M.	5:30	5:37	5:44	–
P. M.	5:45	5:52	5:59	–
P. M.	6:00	6:07	6:14	–
P. M.	6:15	6:22	6:29	–
P. M.	6:30	6:37	6:44	–
P. M.	6:45	6:52	6:59	–
P. M.	7:00	7:07	7:14	–
P. M.	7:15	7:22	7:29	–
P. M.	7:30	7:37	7:44	–
P. M.	7:45	7:52	7:59	–
P. M.	8:00	8:07	8:14	–
P. M.	8:15	8:22	8:29	–
P. M.	8:30	8:37	8:44	–
P. M.	8:45	8:52	8:59	–

P.M. times are indicated in bold type

	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
P. M.	9:00	9:07	9:14	–
P. M.	9:15	9:22	9:29	–
P. M.	9:30	9:37	9:44	–
P. M.	9:45	9:52	10:00	–
P.M. times are indicated in bold type				

SOUTHBOUND WEEKDAY

OBSERVATORY/LOS FELIZ SOUTHBOUND – WEEKDAY (Griffith Observatory Closed Mondays)				
	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
<u>A. M.</u>	–	–	6:05	6:16
<u>A. M.</u>	–	–	6:25	6:36
<u>A. M.</u>	–	–	6:45	6:56
<u>A. M.</u>	–	–	7:05	7:16
<u>A. M.</u>	–	–	7:25	7:36
<u>A. M.</u>	–	–	7:45	7:56
<u>A. M.</u>	–	–	8:05	8:16
<u>A. M.</u>	–	–	8:25	8:36
<u>A. M.</u>	–	–	8:45	8:56
<u>A. M.</u>	–	–	9:05	9:16
<u>A. M.</u>	–	–	9:25	9:36
<u>A. M.</u>	–	–	9:45	9:56
<u>A. M.</u>	10:14	10:18	10:26	10:37
<u>A. M.</u>	10:29	10:33	10:41	10:52
<u>A. M.</u>	10:44	10:48	10:55	11:06
<u>A. M.</u>	10:59	11:03	11:10	11:21
P.M. times are indicated in bold type				

	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
A. M.	11:14	11:18	11:25	11:36
A. M.	11:29	11:33	11:40	11:51
A. M.	11:44	11:48	11:55	–
A. M.	11:59	–	–	–
P. M.	–	–	–	12:06
P. M.	11:59	12:03	12:10	12:21
P. M.	12:14	12:18	12:25	12:36
P. M.	12:29	12:33	12:40	12:51
P. M.	12:44	12:48	12:55	1:06
P. M.	12:59	1:03	1:10	1:21
P. M.	1:14	1:18	1:25	1:36
P. M.	1:29	1:33	1:40	1:51
P. M.	1:44	1:48	1:55	2:06
P. M.	1:59	2:03	2:10	2:21
P. M.	2:14	2:18	2:25	2:36
P. M.	2:29	2:33	2:40	2:51
P. M.	2:44	2:48	2:55	3:06
P. M.	2:59	3:03	3:10	3:21
P. M.	3:14	3:18	3:25	3:36
P. M.	3:29	3:33	3:40	3:51
P. M.	3:44	3:48	3:55	4:06
P. M.	3:59	4:03	4:10	4:21
P. M.	4:14	4:18	4:25	4:36
P. M.	4:29	4:33	4:40	4:51
P. M.	4:44	4:48	4:55	5:06
P. M.	4:59	5:03	5:10	5:21
P. M.	5:14	5:18	5:25	5:36

P.M. times are indicated in bold type

	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
P. M.	5:29	5:33	5:40	5:51
P. M.	5:44	5:48	5:55	6:06
P. M.	5:59	6:03	6:10	6:21
P. M.	6:14	6:18	6:25	6:36
P. M.	6:29	6:33	6:40	6:51
P. M.	6:44	6:48	6:55	7:06
P. M.	6:59	7:03	7:10	7:21
P. M.	7:14	7:18	7:25	7:36
P. M.	7:29	7:33	7:40	7:51
P. M.	7:44	7:48	7:55	8:06
P. M.	7:59	8:03	8:10	8:21
P. M.	8:14	8:18	8:25	8:36
P. M.	8:29	8:33	8:40	8:51
P. M.	8:44	8:48	8:55	9:06
P. M.	8:59	9:03	9:10	9:21
P. M.	9:14	9:18	9:25	9:36
P. M.	9:29	9:33	9:40	9:51
P. M.	9:44	9:48	9:55	10:06
P. M.	10:00	10:04	10:10	11:21
P.M. times are indicated in bold type				

NORTHBOUND SAT, SUN, HOLIDAY

OBSERVATORY/LOS FELIZ OBSERVATORY NORTHBOUND – SATURDAY, SUNDAY & HOLIDAY				
	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
A. M.	10:00	10:07	10:14	10:26
P.M. times are indicated in bold type				

	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
<u>A. M.</u>	10:15	10:22	10:29	10:41
<u>A. M.</u>	10:30	10:37	10:44	10:55
<u>A. M.</u>	10:45	10:52	10:59	11:10
<u>A. M.</u>	11:00	11:07	11:14	11:25
<u>A. M.</u>	11:15	11:22	11:29	11:40
<u>A. M.</u>	11:30	11:37	11:44	11:55
<u>A. M.</u>	11:45	11:52	11:59	–
P. M.	–	–	–	12:10
P. M.	12:00	12:07	12:14	12:25
P. M.	12:15	12:22	12:29	12:40
P. M.	12:30	12:37	12:44	12:55
P. M.	12:45	12:52	12:59	1:10
P. M.	1:00	1:07	1:14	1:25
P. M.	1:15	1:22	1:29	1:40
P. M.	1:30	1:37	1:44	1:55
P. M.	1:45	1:52	1:59	2:10
P. M.	2:00	2:07	2:14	2:25
P. M.	2:15	2:22	2:29	2:40
P. M.	2:30	2:37	2:44	2:55
P. M.	2:45	2:52	2:59	3:10
P. M.	3:00	3:07	3:14	3:25
P. M.	3:15	3:22	3:29	3:40
P. M.	3:30	3:37	3:44	3:55
P. M.	3:45	3:52	3:59	4:10
P. M.	4:00	4:07	4:14	4:25
P. M.	4:15	4:22	4:29	4:40
P. M.	4:30	4:37	4:44	4:55
P. M.	4:45	4:52	4:59	5:10

P.M. times are indicated in **bold type**

	A Leaves Vermont/ Sunset Station	B Greek Theatre	C Griffith Observatory	D Los Feliz/Hillhurst
P. M.	5:00	5:07	5:14	5:25
P. M.	5:15	5:22	5:29	5:40
P. M.	5:30	5:37	5:44	5:55
P. M.	5:45	5:52	5:59	6:10
P. M.	6:00	6:07	6:14	6:25
P. M.	6:15	6:22	6:29	6:40
P. M.	6:30	6:37	6:44	6:55
P. M.	6:45	6:52	6:59	7:10
P. M.	7:00	7:07	7:14	7:25
P. M.	7:15	7:22	7:29	7:40
P. M.	7:30	7:37	7:44	7:55
P. M.	7:45	7:52	7:59	8:10
P. M.	8:00	8:07	8:14	8:25
P. M.	8:15	8:22	8:29	8:40
P. M.	8:30	8:37	8:44	8:55
P. M.	8:45	8:52	8:59	9:10
P. M.	9:00	9:07	9:14	9:25
P. M.	9:15	9:22	9:29	9:40
P. M.	9:30	9:37	9:44	9:55
P. M.	9:45	9:52	10:00	10:10
P.M. times are indicated in bold type				

SOUTHBOUND SAT, SUN, HOLIDAY

OBSERVATORY/LOS FELIZ OBSERVATORY SOUTHBOUND – SATURDAY, SUNDAY & HOLIDAY				
	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
P.M. times are indicated in bold type				

	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
A. M.	10:14	10:18	10:26	10:37
A. M.	10:29	10:33	10:41	10:52
A. M.	10:44	10:48	10:55	11:06
A. M.	10:59	11:03	11:10	11:21
A. M.	11:14	11:18	11:25	11:36
A. M.	11:29	11:33	11:40	11:51
A. M.	11:44	11:48	11:55	–
A. M.	11:59	–	–	–
P. M.	–	–	–	12:06
P. M.	11:59	12:03	12:10	12:21
P. M.	12:14	12:18	12:25	12:36
P. M.	12:29	12:33	12:40	12:51
P. M.	12:44	12:48	12:55	1:06
P. M.	12:59	1:03	1:10	1:21
P. M.	1:14	1:18	1:25	1:36
P. M.	1:29	1:33	1:40	1:51
P. M.	1:44	1:48	1:55	2:06
P. M.	1:59	2:03	2:10	2:21
P. M.	2:14	2:18	2:25	2:36
P. M.	2:29	2:33	2:40	2:51
P. M.	2:44	2:48	2:55	3:06
P. M.	2:59	3:03	3:10	3:21
P. M.	3:14	3:18	3:25	3:36
P. M.	3:29	3:33	3:40	3:51
P. M.	3:44	3:48	3:55	4:06
P. M.	3:59	4:03	4:10	4:21
P. M.	4:14	4:18	4:25	4:36

P.M. times are indicated in bold type

	C Leaves Griffith Observatory	B Greek Theatre	D Los Feliz/Hillhurst	A Arrives Vermont/Sunset Station
P. M.	4:29	4:33	4:40	4:51
P. M.	4:44	4:48	4:55	5:06
P. M.	4:59	5:03	5:10	5:21
P. M.	5:14	5:18	5:25	5:36
P. M.	5:29	5:33	5:40	5:51
P. M.	5:44	5:48	5:55	6:06
P. M.	5:59	6:03	6:10	6:21
P. M.	6:14	6:18	6:25	6:36
P. M.	6:29	6:33	6:40	6:51
P. M.	6:44	6:48	6:55	7:06
P. M.	6:59	7:03	7:10	7:21
P. M.	7:14	7:18	7:25	7:36
P. M.	7:29	7:33	7:40	7:51
P. M.	7:44	7:48	7:55	8:06
P. M.	7:59	8:03	8:10	8:21
P. M.	8:14	8:18	8:25	8:36
P. M.	8:29	8:33	8:40	8:51
P. M.	8:44	8:48	8:55	9:06
P. M.	8:59	9:03	9:10	9:21
P. M.	9:14	9:18	9:25	9:36
P. M.	9:29	9:33	9:40	9:51
P. M.	9:44	9:48	9:55	10:06
P. M.	10:00	10:04	10:10	11:21
P.M. times are indicated in bold type				

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.

STOP NUMBERS

Find out the next 3 DASH bus arrival times for your stop using your computer, phone or mobile device. All you need to know is your stop number, which is available on the bus stop sign or on the stop lists below. Then either visit ladotbus.com, call 213-785-3858 or text ladot ##### (##### is the actual stop number you need to enter, such as ladot 1234) to 41411.

Northbound

Stop Numbers – DASH Observatory Northbound	
STOP LOCATION	STOP NUMBER (Tap to open message)
Vermont Ave & Sunset Blvd	2687
Vermont Ave & Hollywood Blvd	2688
Vermont Ave & Prospect Ave	2689
Vermont Ave & Melbourne Ave	2690
Franklin Ave & Vermont Ave	2013
Vermont Ave & Finley Ave	2014
Vermont Ave & Ambrose Ave	2015
Vermont Ave & Commonwealth Canyon Dr	2018
Vermont Canyon Rd (Greek Theater)	2029
Mt Hollywood Dr & Western Canyon Rd	2030
"Griffith Observatory	2033

Southbound

Stop Numbers – DASH Observatory Southbound	
STOP LOCATION	STOP NUMBER (Tap to open message)
Griffith Observatory	2019
Vermont Canyon Rd (Greek Theater)	2031
Vermont Ave & Commonwealth Canyon Dr	2020
Los Feliz Blvd & Vermont Ave	2016

STOP LOCATION	STOP NUMBER (Tap to open message)
Los Feliz Blvd & Hillhurst Ave	2017
Hillhurst Ave & Ambrose Ave	2001
Hillhurst Ave & Finley Ave	2002
Hillhurst Ave & Franklin Ave	2003
Hillhurst Ave & Melbourne Ave	2004
Hillhurst Ave & Prospect Ave	2005
Sunset Blvd & Hillhurst Ave	2006

FARE

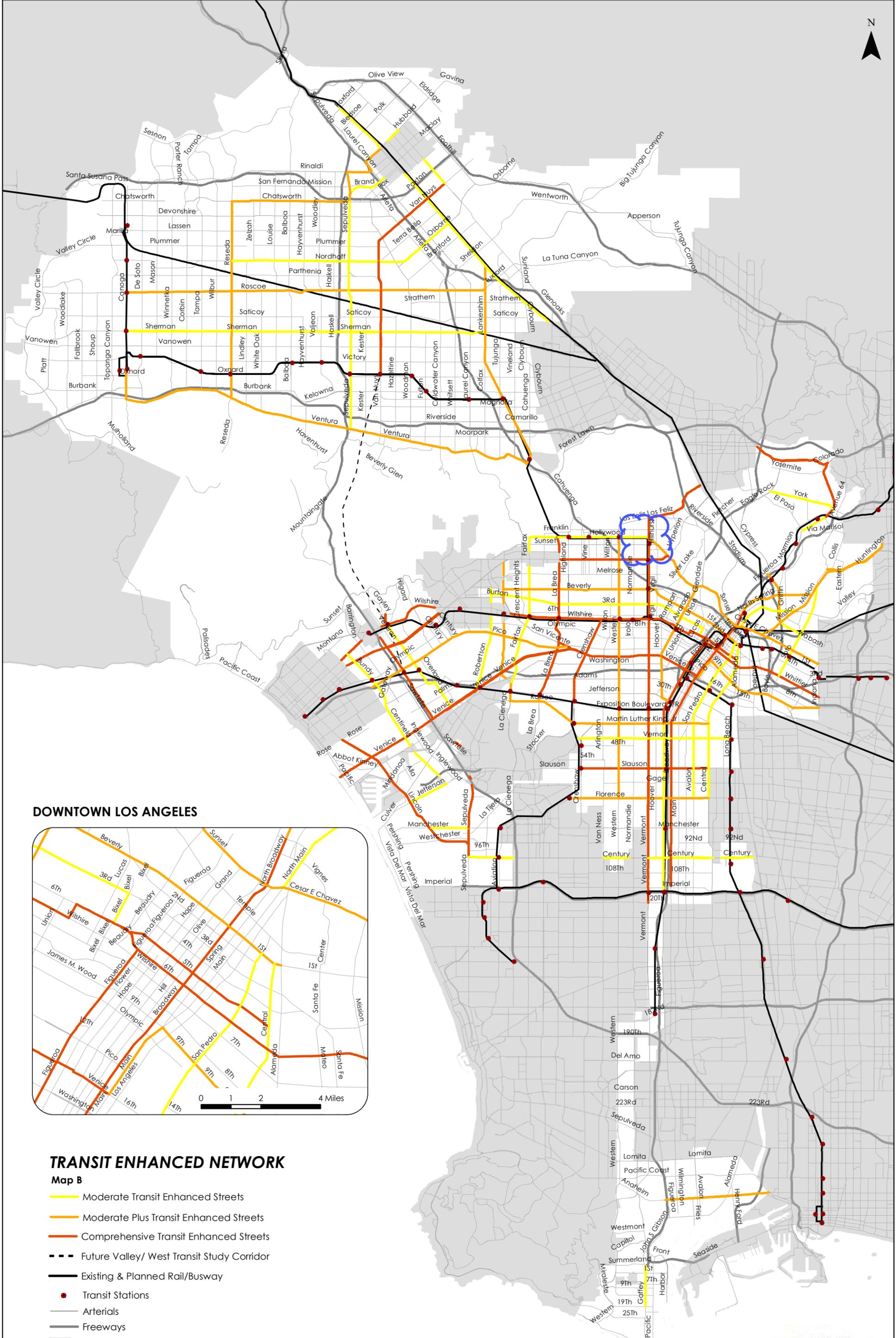
DASH FARES

RIDER	CASH FARE	TAP FARE ⁵	7-DAY DASH PASS	31-DAY DASH PASS	FREE WITH THESE PASSES
REGULAR	50¢	35¢	\$5.00	\$18.00	DASH TO CLASS PROGRAM ²
CHILDREN ¹	Free	—	—	—	U-PASS 31-DAY LADOT PASS
SENIOR/DISABLED /MEDICARE ³	25¢	15¢	\$2.50 ⁶	\$9.00 ⁶	EZ TRANSIT PASS METROLINK TICKET OR PASS
CITYRIDE PARTICIPANT ⁴	Free	—	—	—	ACCESS SERVICES ID TAP CARD ⁷

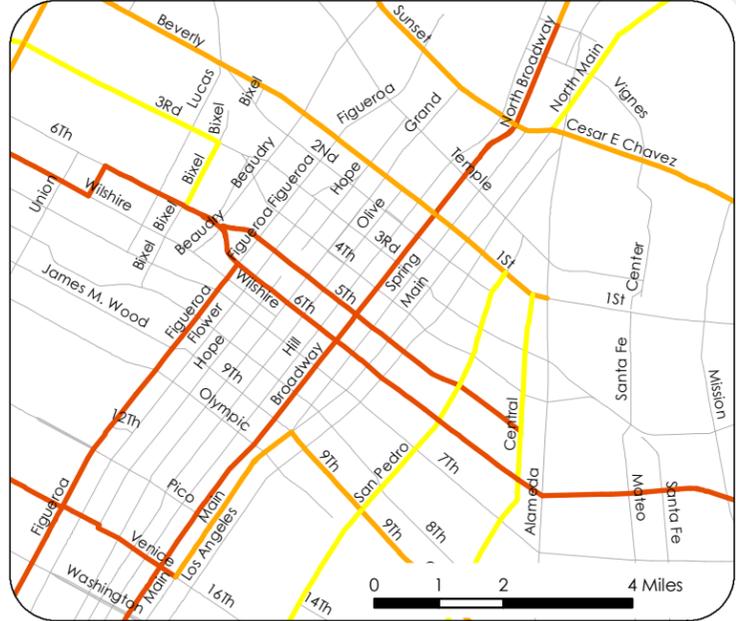
1. Children 4 years or younger (maximum of 2 with fare paying adult)
2. Available to K-12, college, and vocational students. Participants must use a Student or College/Vocational Reduced Fare TAP Card
3. CASH Fare (with government agency proof of age or disability and photo ID)
4. Cityride Card must be shown to driver when entering the bus to ride for free
5. Deducted from TAP stored value; must have LADOT or Metro issued TAP card with Stored Value on card
6. Sold on Metro-issued Reduced Fare TAP cards only
7. Free ride for cardholder only; PCA's must pay appropriate fare

APPENDIX E

MOBILITY NETWORK MAPS



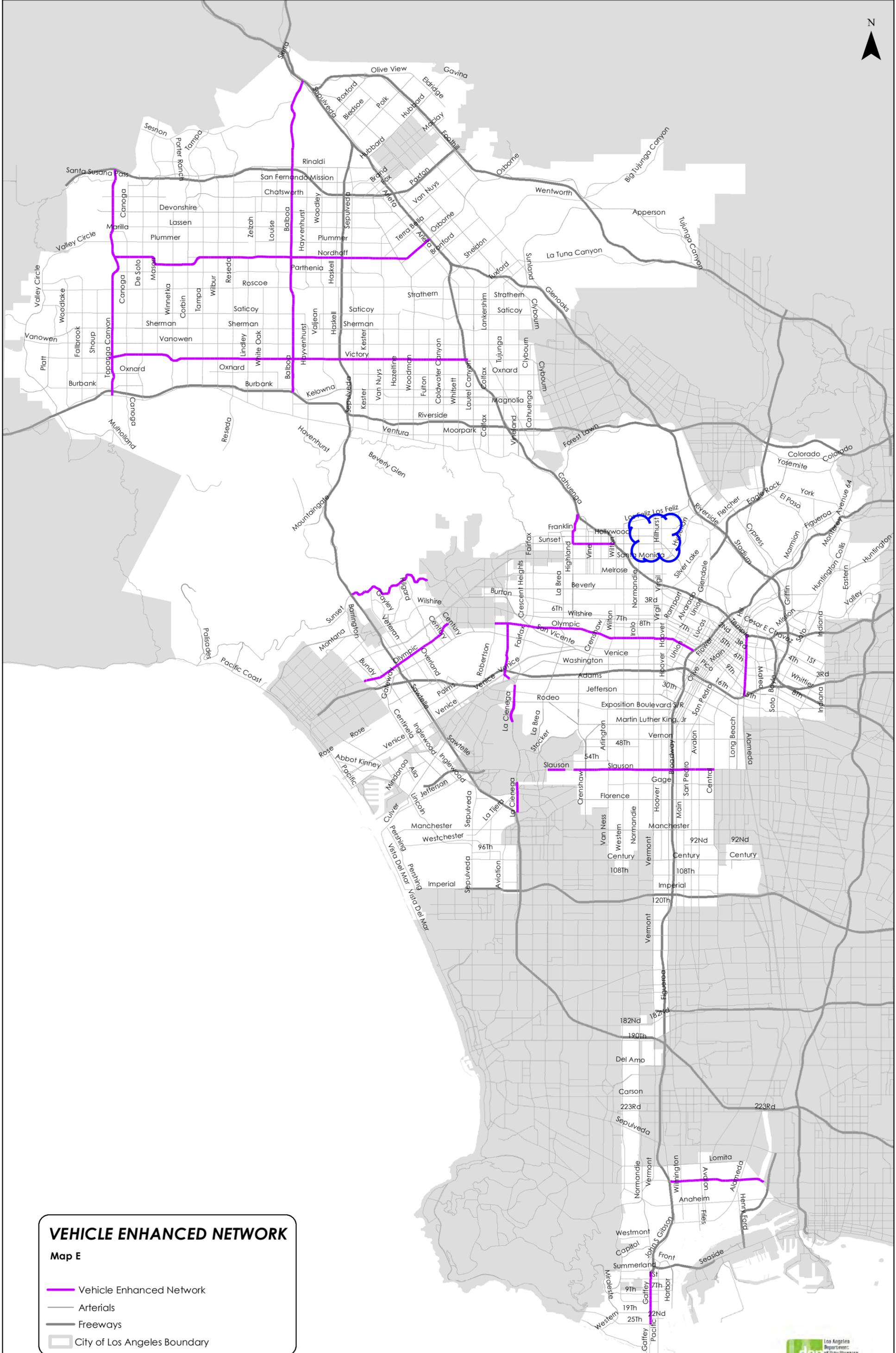
DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

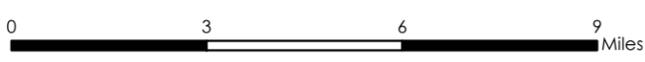
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

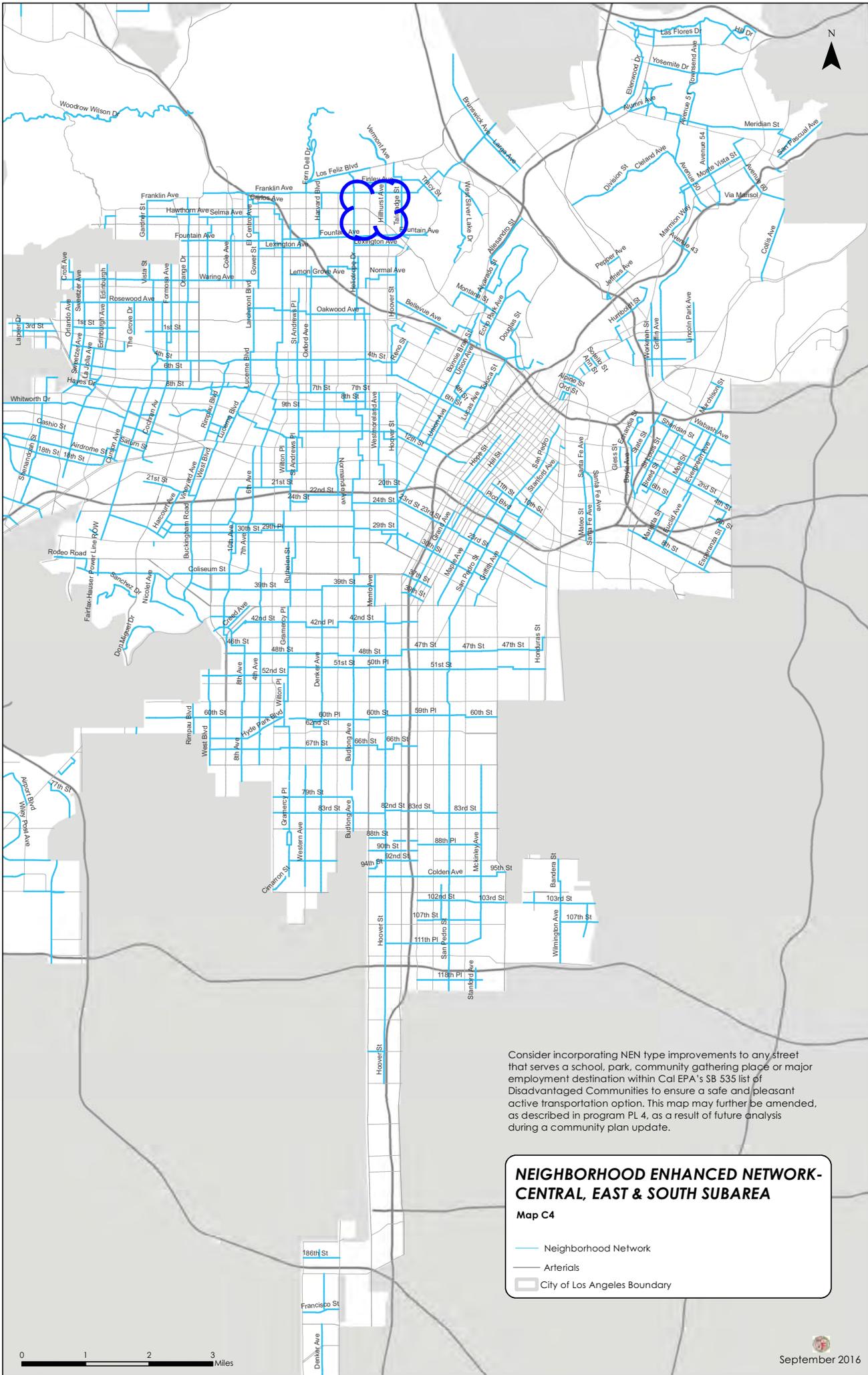


VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary



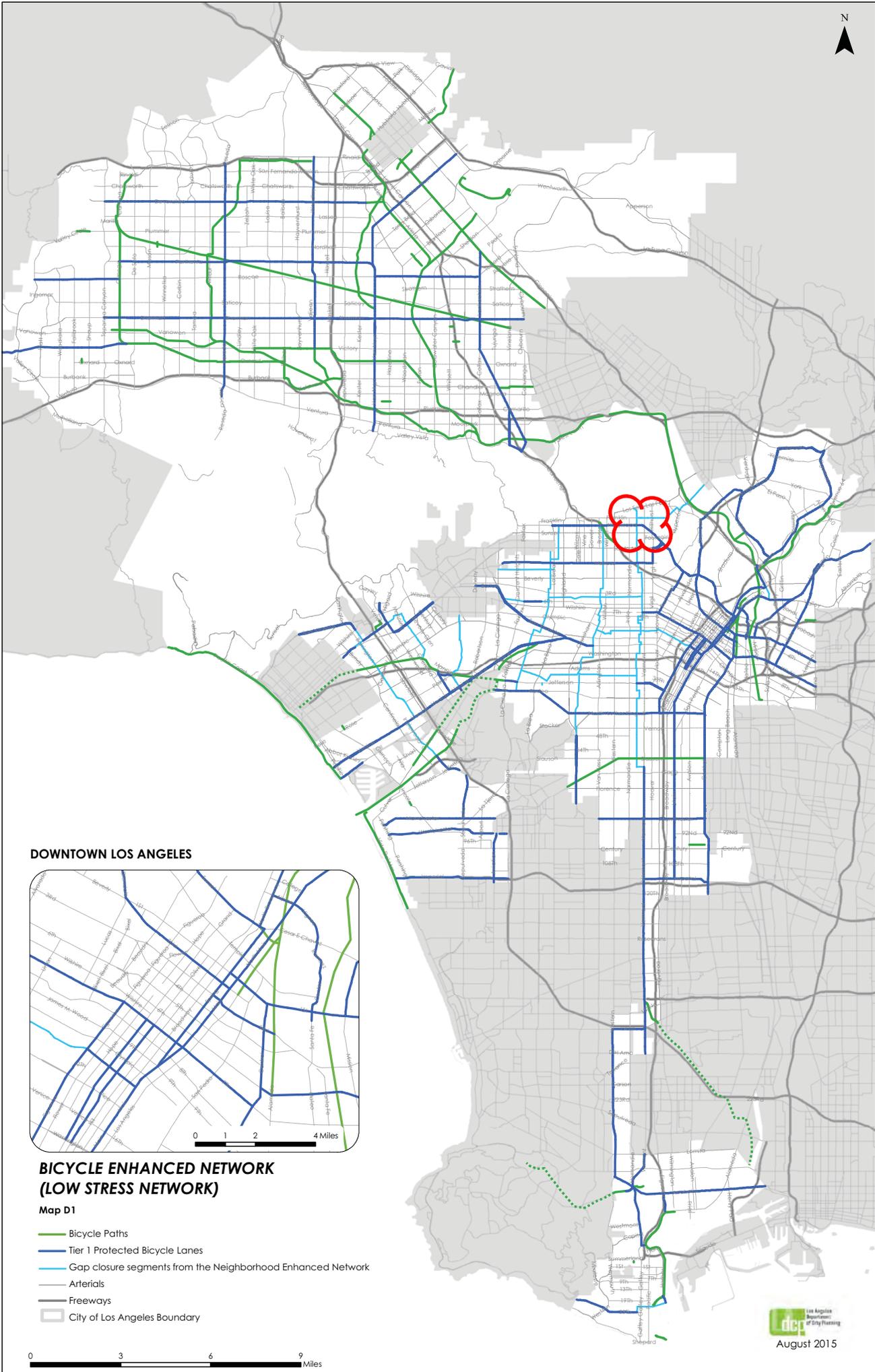


Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.

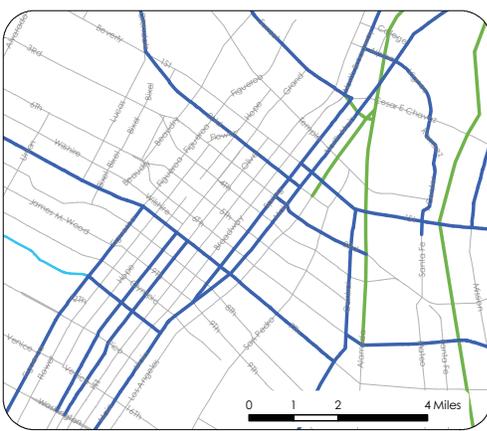
NEIGHBORHOOD ENHANCED NETWORK-CENTRAL, EAST & SOUTH SUBAREA

Map C4

- Neighborhood Network
- Arterials
- City of Los Angeles Boundary



DOWNTOWN LOS ANGELES

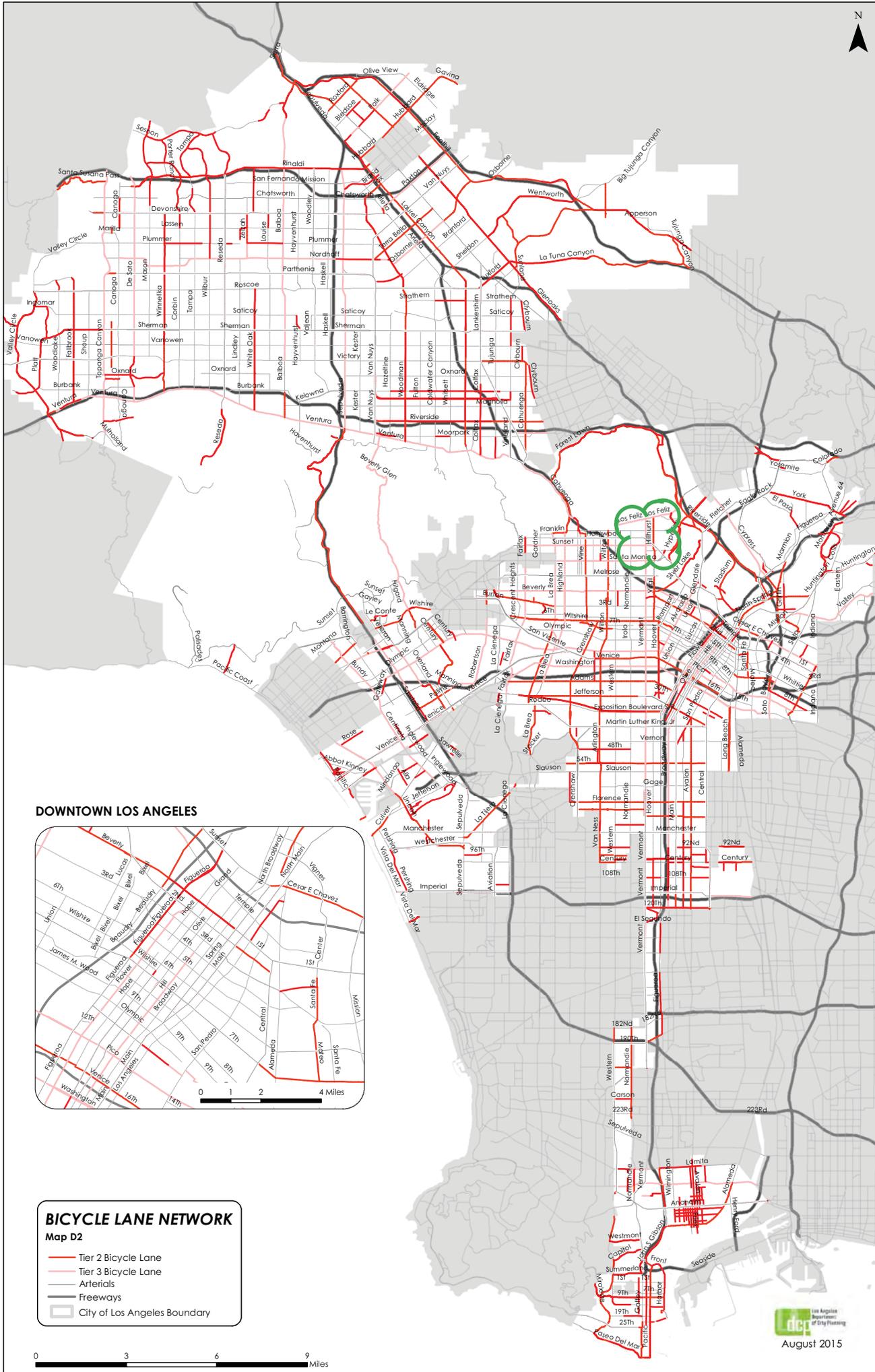


**BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)**

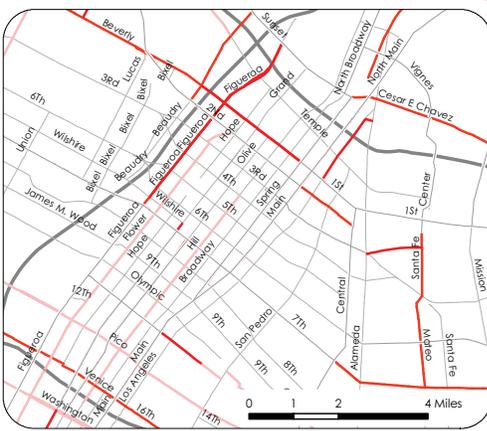
Map D1

-  Bicycle Paths
-  Tier 1 Protected Bicycle Lanes
-  Gap closure segments from the Neighborhood Enhanced Network
-  Arterials
-  Freeways
-  City of Los Angeles Boundary





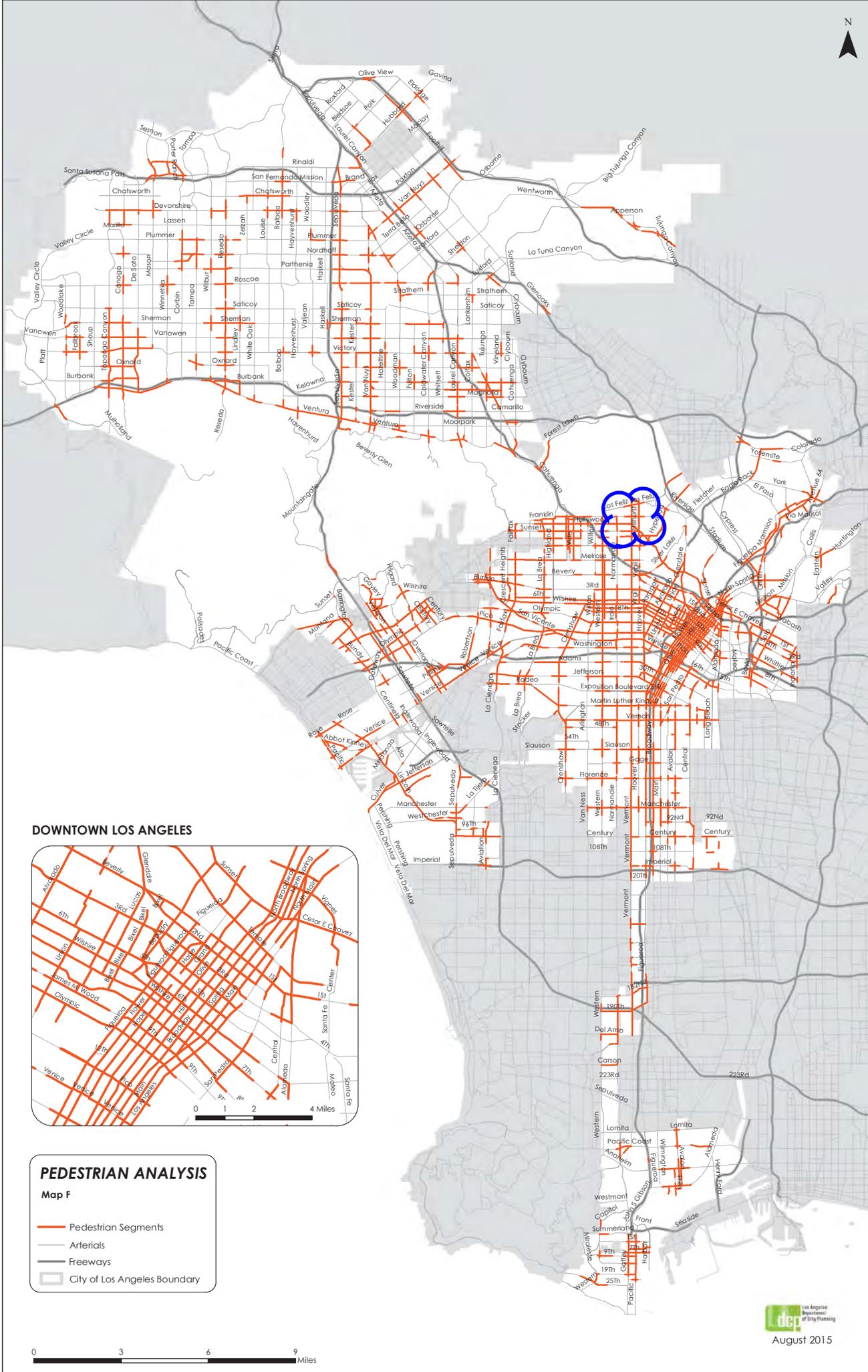
DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary





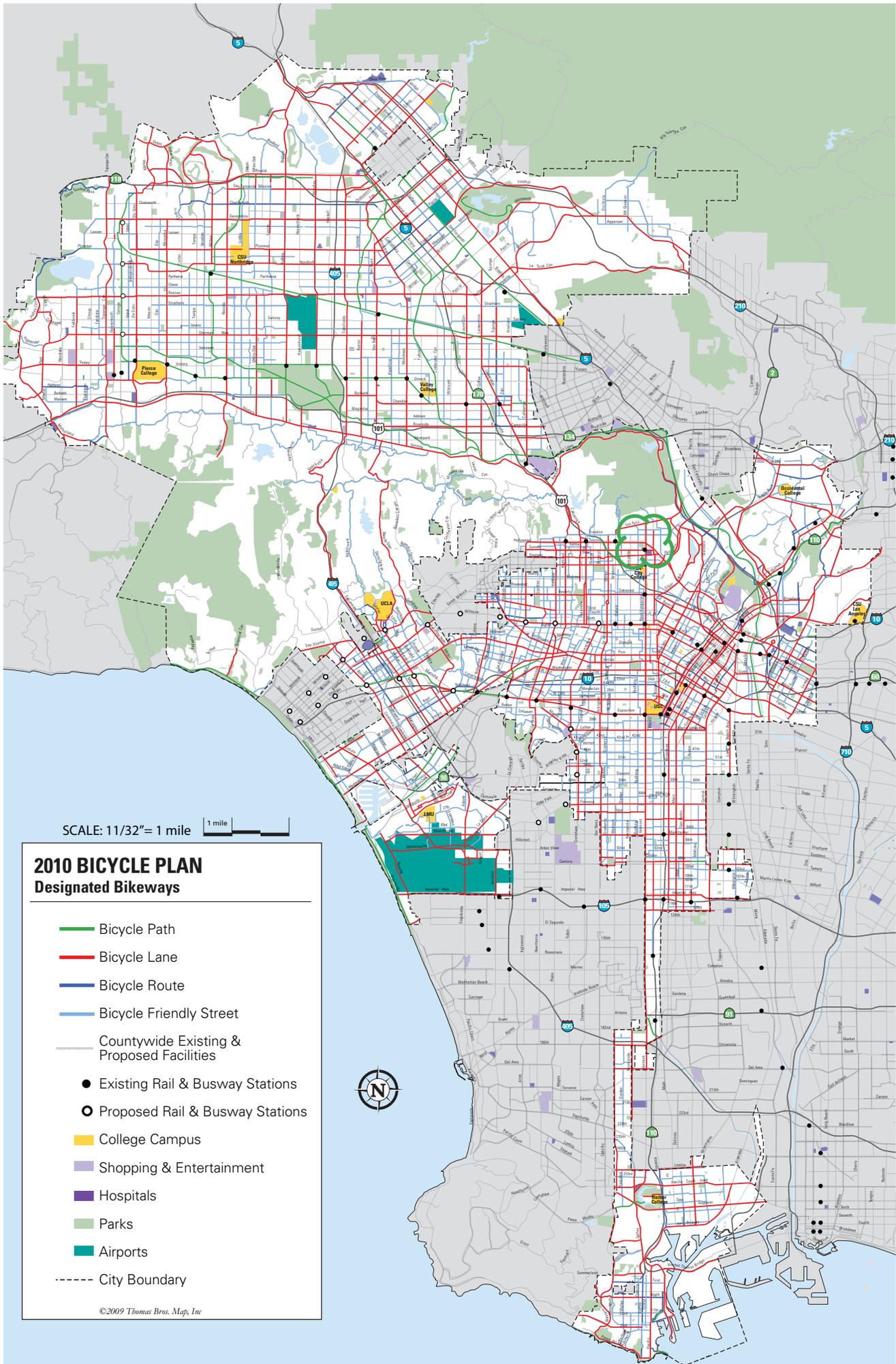
DOWNTOWN LOS ANGELES



PEDESTRIAN ANALYSIS
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary



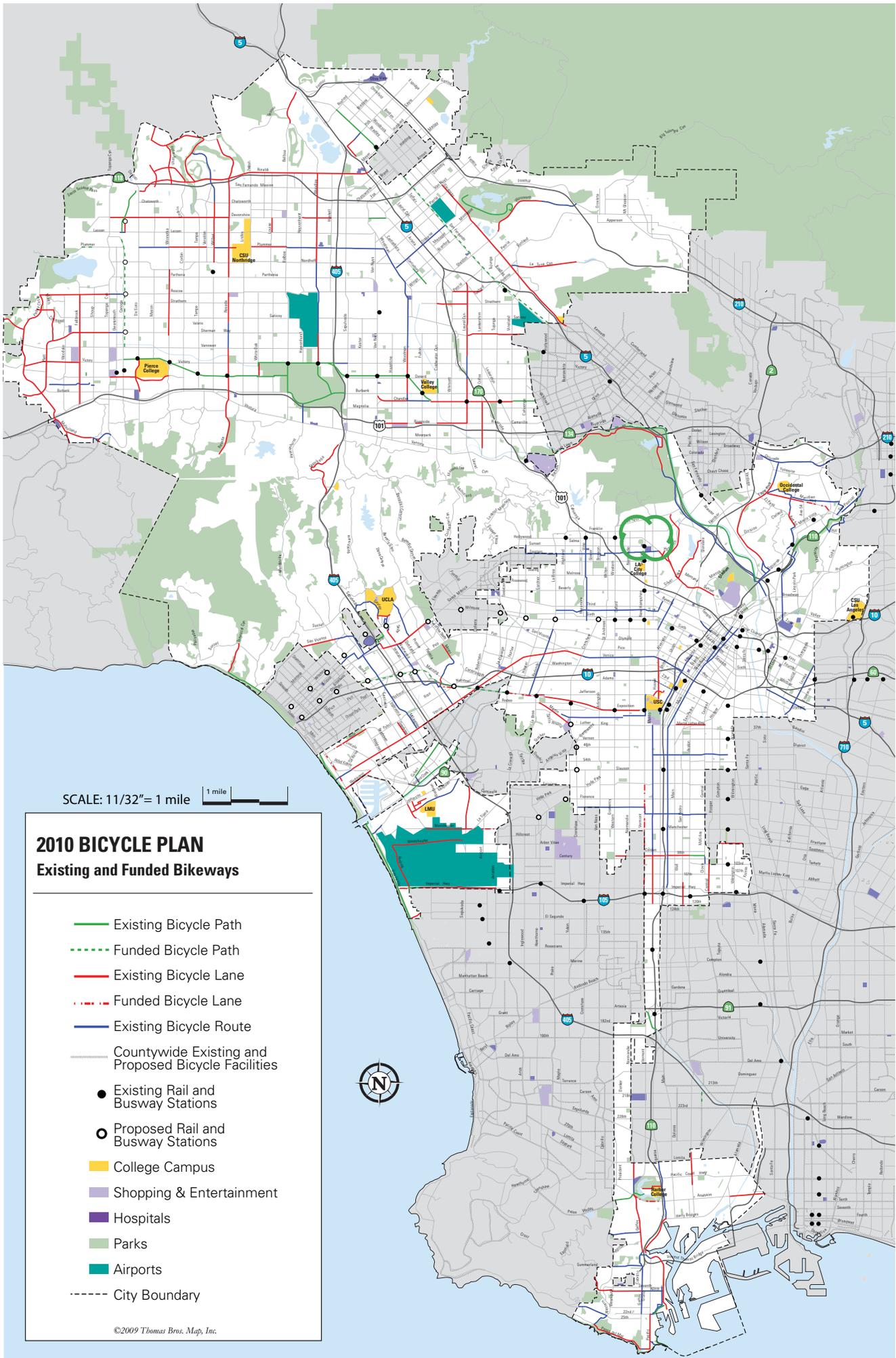


SCALE: 11/32" = 1 mile

2010 BICYCLE PLAN
Designated Bikeways

- Bicycle Path
- Bicycle Lane
- Bicycle Route
- Bicycle Friendly Street
- Countywide Existing & Proposed Facilities
- Existing Rail & Busway Stations
- Proposed Rail & Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- - - City Boundary

©2009 Thomas Bros. Map, Inc



SCALE: 11/32" = 1 mile



2010 BICYCLE PLAN Existing and Funded Bikeways

- Existing Bicycle Path
- - - Funded Bicycle Path
- Existing Bicycle Lane
- - - Funded Bicycle Lane
- Existing Bicycle Route
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- - - City Boundary

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APPENDIX F

VMT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



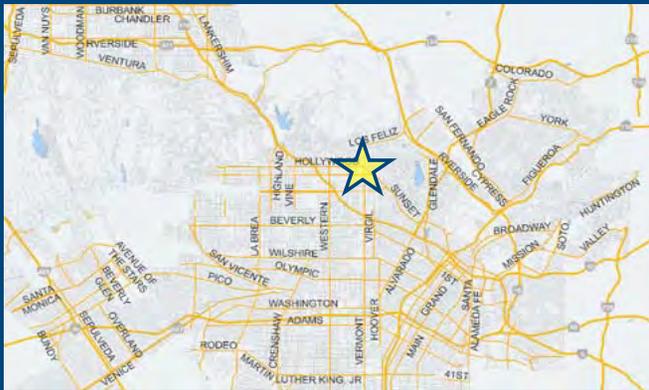
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	0.3	ksf
(custom) Car Wash Daily	156	Trips
(custom) Car Wash HBW-Attraction Split	6	Percent
(custom) Car Wash HBO-Attraction Split	50	Percent
(custom) Car Wash NHB-Attraction Split	22	Percent
(custom) Car Wash HBW-Production Split	0	Percent
(custom) Car Wash HBO-Production Split	0	Percent
(custom) Car Wash NHB-Production Split	22	Percent
(custom) Car Wash Daily	0	Residents
(custom) Car Wash Daily	10	Employees
(custom) Car Wash Daily		Nbn-Retail

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Supermarket	13.96	ksf
Housing Multi-Family	123	DU
Retail Supermarket	13.96	ksf
Housing Affordable Housing - Family	16	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
131 Daily Vehicle Trips	1,536 Daily Vehicle Trips
862 Daily VMT	9,984 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,405 Net Daily Trips
The net increase in daily VMT ≤ 0	9,122 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13,960 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

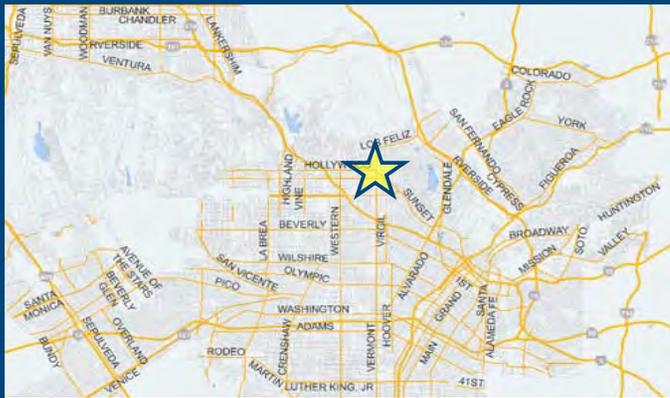


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	123	DU
Retail Supermarket	13.96	kSF
Housing Affordable Housing - Family	16	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,271 Daily Vehicle Trips	1,271 Daily Vehicle Trips
8,258 Daily VMT	8,258 Daily VMT
5.9 Household VMT per Capita	5.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	123	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	16	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	Supermarket	13.960	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

Analysis Results			
Total Employees: 56			
Total Population: 327			
Proposed Project		With Mitigation	
1,271	Daily Vehicle Trips	1,271	Daily Vehicle Trips
8,258	Daily VMT	8,258	Daily VMT
5.9	Household VMT per Capita	5.9	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	220	220
		Actual parking provision (spaces)	128	128
	Unbundle parking	Monthly cost for parking (\$)	\$150	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vermont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	18%	18%	0%	0%	18%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
 Project Name: Vermont Hollywood Mixed-Use
 Project Scenario:
 Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	29%	29%	13%	13%	29%	29%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 17, 2020

Project Name: Vemont Hollywood Mixed-Use

Project Scenario:

Project Address: 1666 N VERMONT AVE, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	187	-35.3%	121	8.8	1,646	1,065
Home Based Other Production	501	-40.7%	297	5.5	2,756	1,634
Non-Home Based Other Production	313	-13.7%	270	7.6	2,379	2,052
Home-Based Work Attraction	81	-39.5%	49	8.4	680	412
Home-Based Other Attraction	810	-40.2%	484	5.6	4,536	2,710
Non-Home Based Other Attraction	364	-13.5%	315	6.7	2,439	2,111

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-28.7%	86	759	-28.7%	86	759
Home Based Other Production	-28.7%	212	1,165	-28.7%	212	1,165
Non-Home Based Other Production	-13.0%	235	1,784	-13.0%	235	1,784
Home-Based Work Attraction	-13.0%	43	358	-13.0%	43	358
Home-Based Other Attraction	-13.0%	421	2,356	-13.0%	421	2,356
Non-Home Based Other Attraction	-13.0%	274	1,836	-13.0%	274	1,836

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327

Total Employees: 56

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,924	1,924
<i>Total Home Based Work Attraction VMT</i>	358	358
<i>Total Home Based VMT Per Capita</i>	5.9	5.9
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	_____
Print Name:	<u>LIZ FLEMING</u>
Title:	<u>V.P.</u>
Company:	<u>OVERLAND TRAFFIC</u>
Address:	<u>952 MANHATTAN BCH BL #100</u>
Phone:	<u>310 545-1235</u>
Email Address:	<u>LIZ@OVERLANDTRAFFIC.COM</u>
Date:	<u>4-17-20</u>

APPENDIX G

RELATED PROJECT INFORMATION

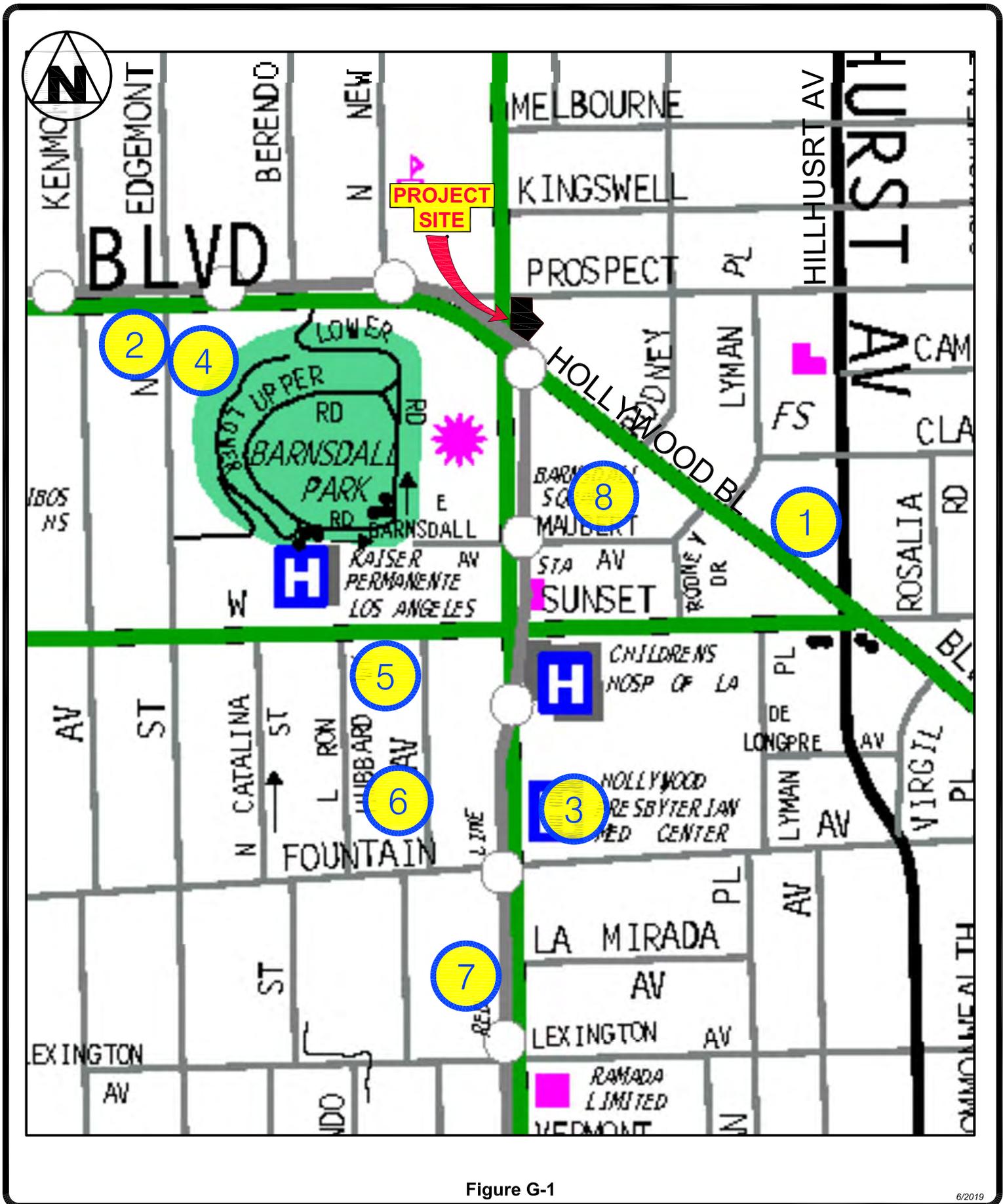


Figure G-1

6/2019

RELATED PROJECT LOCATION


Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661) 799 - 8423, OTC@overlandtraffic.com

RELATED PROJECT LIST
1666 N Vermont Av

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
1	City Lights Mixed Use Apartments Retail Restaurant Coffee/Donut	202 units 5,350 sf 5,050 sf 3,025 sf	1515 N Hillhust Av	1,664	43	92	135	111	73	184
2	Apartments Retail	200 units 25,000 sf	4900 W Hollywood Bl	1,585	24	75	99	89	56	145
3	Hollywood Presbyterian Hospital Seismic Retrofit New Office	Existing Replacement 30,933 sf	1300 N Vermont	290	36	5	41	6	30	36
4	LaTerra Select Aparments Commercial	101 units 10,000 sf	4850 W Hollywood Bl	1,108	41	68	109	61	32	93
5	Kaiser Medical Center Medical Office Retail	179,688 sf 2,300 sf	4760 W Sunset Bl	4,506	233	61	294	71	179	2,250
6	New Hampisire Residential Apartments Affordable Housing	81 units 11 units	1317 N New Hampshire Av	448	9	23	32	21	15	36
7	Apartments Office Medical Office	58 units 1,320 sf 1,925 sf	1225 N Vermont Av	429	10	19	29	19	16	35
8	Apartments	153 units	4649 W Maubert Av	620	11	31	42	31	19	50

APPENDIX H

**TRAFFIC VOLUME DATA, FIGURES
AND LEVEL OF SERVICE WORKSHEETS**

TRAFFIC VOLUME DATA



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Prospect Avenue

Day: Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 22274

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	52	68	26	23
BIKES	40	25	8	12
BUSES	71	63	23	1

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	146	7.45	256	8.00	93	8.15	114	8.00
<i>PM PK 15 MIN</i>	271	5.30	199	3.15	121	5.00	81	5.45
<i>AM PK HOUR</i>	568	7.30	864	7.45	301	7.30	376	7.30
<i>PM PK HOUR</i>	1040	4.45	734	4.30	447	4.15	274	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	470	62	532
8-9	0	442	79	521
9-10	1	422	57	480
3-4	1	742	69	812
4-5	0	835	97	932
5-6	1	910	99	1010
TOTAL	3	3821	463	4287

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	605	132	756
8-9	23	686	113	822
9-10	14	599	99	712
3-4	26	572	116	714
4-5	30	566	112	708
5-6	21	538	112	671
TOTAL	133	3566	684	4383

TOTAL

N-S	1288
1343	
1192	
1526	
1640	
1681	
8670	

XING S/L

Ped	Sch
13	4
9	0
16	3
17	7
20	7
27	8
102	29

XING N/L

Ped	Sch
26	28
42	4
57	12
54	27
51	46
62	24
292	141

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	142	2	214
8-9	108	149	1	258
9-10	82	121	1	204
3-4	147	220	0	367
4-5	160	266	4	430
5-6	155	287	2	444
TOTAL	722	1185	10	1917

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	66	180	13	259
8-9	106	219	16	341
9-10	61	190	25	276
3-4	58	156	27	241
4-5	70	160	22	252
5-6	77	168	29	274
TOTAL	438	1073	132	1643

TOTAL

E-W	473
599	
480	
608	
682	
718	
3560	

XING W/L

Ped	Sch
19	27
26	20
61	13
68	39
58	52
58	66
290	217

XING E/L

Ped	Sch
70	39
115	40
113	28
116	41
138	72
139	43
691	263

BICYCLE COUNT SUMMARY

STREET:

North/South: Vermont Avenue

East/West: Prospect Avenue

Day: Tuesday

Date: 10/8/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 22274

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	2	5
8-9	1	7	0	8
9-10	0	3	0	3
3-4	1	1	1	3
4-5	0	9	3	12
5-6	0	5	4	9
TOTAL	2	28	10	40

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	4	0	4	9
8-9	1	4	3	8	16
9-10	0	3	0	3	6
3-4	0	3	1	4	7
4-5	0	3	1	4	16
5-6	0	2	0	2	11
TOTAL	1	19	5	25	65

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	0	1
9-10	1	0	0	1
3-4	0	2	0	2
4-5	1	0	1	2
5-6	1	0	0	1
TOTAL	3	4	1	8

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	1
8-9	0	1	1	2	3
9-10	0	0	0	0	1
3-4	0	1	1	2	4
4-5	2	3	0	5	7
5-6	1	2	0	3	4
TOTAL	3	7	2	12	20

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	4	0	0	6
- No helmet riders	20	19	11	10	60
- Sidewalk Riding	14	11	8	4	37
- Wrong way riding	5	3	0	2	10

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Vermont Avenue				
East/West:	Prospect Avenue				
Day:	Tuesday	Date:	10/8/2019	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	22274
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	4	3	23	3	33
7:15-7:30	15	1	22	10	48
7:30-7:45	16	6	27	14	63
7:45-8:00	19	7	37	19	82
8:00-8:15	14	4	38	11	67
8:15-8:30	11	1	57	7	76
8:30-8:45	12	1	31	13	57
8:45-9:00	9	3	29	15	56
9:00-9:15	18	3	45	21	87
9:15-9:30	12	2	33	15	62
9:30-9:45	13	3	31	20	67
9:45-10:00	26	11	32	18	87

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	54	17	109	46	226
8 - 9	46	9	155	46	256
9 - 10	69	19	141	74	303
TOTAL	169	45	405	166	785

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	16	2	41	20	79
3:15-3:30	11	5	38	29	83
3:30-3:45	24	6	38	26	94
3:45-4:00	30	11	40	32	113
4:00-4:15	22	6	43	30	101
4:15-4:30	22	2	43	27	94
4:30-4:45	28	4	65	25	122
4:45-5:00	25	15	59	28	127
5:00-5:15	31	8	54	34	127
5:15-5:30	25	8	49	27	109
5:30-5:45	15	14	30	28	87
5:45-6:00	15	5	49	35	104

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	81	24	157	107	369
4 - 5	97	27	210	110	444
5 - 6	86	35	182	124	427
TOTAL	264	86	549	341	1240

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	2	4	3	10
8	6	18	6	38

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

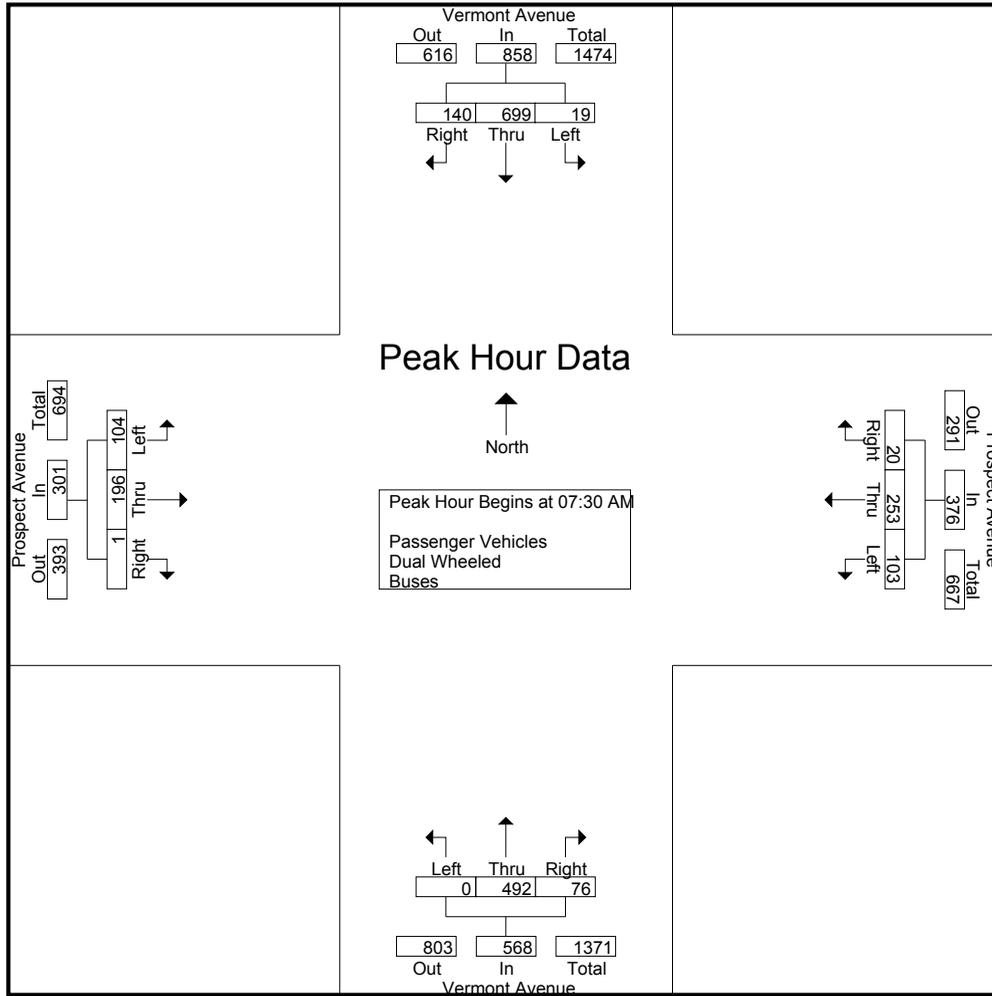
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	141	29	178	10	30	1	41	0	107	9	116	15	22	0	37	372
07:15 AM	3	131	30	164	12	30	3	45	0	108	19	127	13	28	1	42	378
07:30 AM	2	148	31	181	14	58	8	80	0	125	18	143	19	36	1	56	460
07:45 AM	6	185	42	233	30	62	1	93	0	130	16	146	23	56	0	79	551
Total	19	605	132	756	66	180	13	259	0	470	62	532	70	142	2	214	1761
08:00 AM	2	216	38	256	35	74	5	114	0	123	23	146	23	50	0	73	589
08:15 AM	9	150	29	188	24	59	6	89	0	114	19	133	39	54	0	93	503
08:30 AM	5	158	24	187	27	48	1	76	0	104	18	122	20	24	0	44	429
08:45 AM	7	162	22	191	20	38	4	62	0	101	19	120	26	21	1	48	421
Total	23	686	113	822	106	219	16	341	0	442	79	521	108	149	1	258	1942
09:00 AM	2	155	21	178	21	60	7	88	0	113	18	131	16	31	0	47	444
09:15 AM	3	152	25	180	16	38	6	60	1	91	13	105	27	36	0	63	408
09:30 AM	3	142	27	172	9	59	5	73	0	107	11	118	15	34	0	49	412
09:45 AM	6	150	26	182	15	33	7	55	0	111	15	126	24	20	1	45	408
Total	14	599	99	712	61	190	25	276	1	422	57	480	82	121	1	204	1672
Grand Total	56	1890	344	2290	233	589	54	876	1	1334	198	1533	260	412	4	676	5375
Apprch %	2.4	82.5	15		26.6	67.2	6.2		0.1	87	12.9		38.5	60.9	0.6		
Total %	1	35.2	6.4	42.6	4.3	11	1	16.3	0	24.8	3.7	28.5	4.8	7.7	0.1	12.6	
Passenger Vehicles	55	1852	305	2212	229	582	51	862	1	1274	197	1472	247	404	4	655	5201
% Passenger Vehicles	98.2	98	88.7	96.6	98.3	98.8	94.4	98.4	100	95.5	99.5	96	95	98.1	100	96.9	96.8
Dual Wheeled	1	28	17	46	4	7	3	14	0	31	1	32	3	7	0	10	102
% Dual Wheeled	1.8	1.5	4.9	2	1.7	1.2	5.6	1.6	0	2.3	0.5	2.1	1.2	1.7	0	1.5	1.9
Buses	0	10	22	32	0	0	0	0	0	29	0	29	10	1	0	11	72
% Buses	0	0.5	6.4	1.4	0	0	0	0	0	2.2	0	1.9	3.8	0.2	0	1.6	1.3

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	148	31	181	14	58	8	80	0	125	18	143	19	36	1	56	460
07:45 AM	6	185	42	233	30	62	1	93	0	130	16	146	23	56	0	79	551
08:00 AM	2	216	38	256	35	74	5	114	0	123	23	146	23	50	0	73	589
08:15 AM	9	150	29	188	24	59	6	89	0	114	19	133	39	54	0	93	503
Total Volume	19	699	140	858	103	253	20	376	0	492	76	568	104	196	1	301	2103
% App. Total	2.2	81.5	16.3		27.4	67.3	5.3		0	86.6	13.4		34.6	65.1	0.3		
PHF	.528	.809	.833	.838	.736	.855	.625	.825	.000	.946	.826	.973	.667	.875	.250	.809	.893

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	185	42	233	14	58	8	80	0	125	18	143	19	36	1	56
+15 mins.	2	216	38	256	30	62	1	93	0	130	16	146	23	56	0	79
+30 mins.	9	150	29	188	35	74	5	114	0	123	23	146	23	50	0	73
+45 mins.	5	158	24	187	24	59	6	89	0	114	19	133	39	54	0	93
Total Volume	22	709	133	864	103	253	20	376	0	492	76	568	104	196	1	301
% App. Total	2.5	82.1	15.4		27.4	67.3	5.3		0	86.6	13.4		34.6	65.1	0.3	
PHF	.611	.821	.792	.844	.736	.855	.625	.825	.000	.946	.826	.973	.667	.875	.250	.809

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Passenger Vehicles

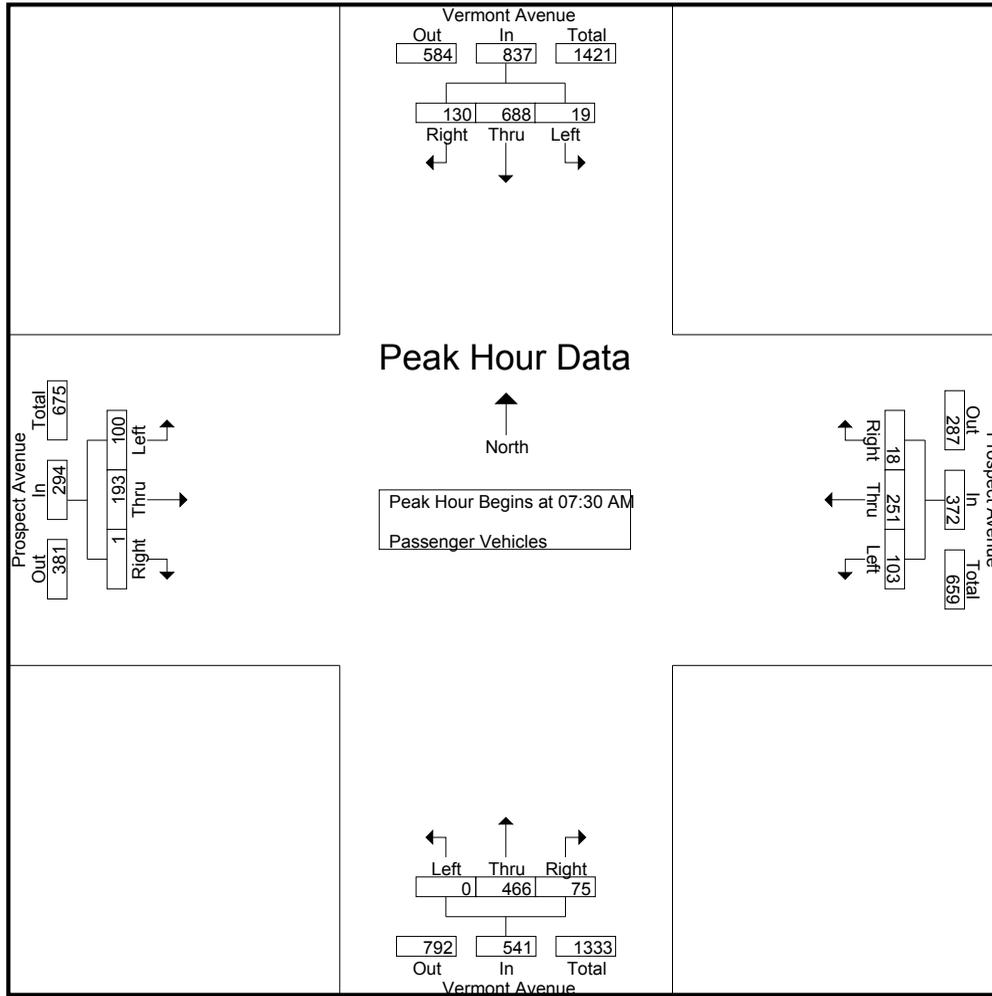
Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	141	27	176	10	29	1	40	0	103	9	112	14	21	0	35	363
07:15 AM	3	129	24	156	12	30	3	45	0	101	19	120	12	27	1	40	361
07:30 AM	2	146	28	176	14	58	7	79	0	120	18	138	19	35	1	55	448
07:45 AM	6	183	39	228	30	62	1	93	0	122	15	137	20	56	0	76	534
Total	19	599	118	736	66	179	12	257	0	446	61	507	65	139	2	206	1706
08:00 AM	2	212	36	250	35	73	5	113	0	117	23	140	23	49	0	72	575
08:15 AM	9	147	27	183	24	58	5	87	0	107	19	126	38	53	0	91	487
08:30 AM	5	155	22	182	26	47	1	74	0	99	18	117	19	24	0	43	416
08:45 AM	6	159	21	186	20	37	3	60	0	97	19	116	25	21	1	47	409
Total	22	673	106	801	105	215	14	334	0	420	79	499	105	147	1	253	1887
09:00 AM	2	149	19	170	21	59	7	87	0	110	18	128	15	31	0	46	431
09:15 AM	3	147	19	169	14	38	6	58	1	85	13	99	25	33	0	58	384
09:30 AM	3	139	23	165	8	58	5	71	0	105	11	116	15	34	0	49	401
09:45 AM	6	145	20	171	15	33	7	55	0	108	15	123	22	20	1	43	392
Total	14	580	81	675	58	188	25	271	1	408	57	466	77	118	1	196	1608
Grand Total	55	1852	305	2212	229	582	51	862	1	1274	197	1472	247	404	4	655	5201
Apprch %	2.5	83.7	13.8		26.6	67.5	5.9		0.1	86.5	13.4		37.7	61.7	0.6		
Total %	1.1	35.6	5.9	42.5	4.4	11.2	1	16.6	0	24.5	3.8	28.3	4.7	7.8	0.1	12.6	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	2	146	28	176	14	58	7	79	0	120	18	138	19	35	1	55	448
07:45 AM	6	183	39	228	30	62	1	93	0	122	15	137	20	56	0	76	534
08:00 AM	2	212	36	250	35	73	5	113	0	117	23	140	23	49	0	72	575
08:15 AM	9	147	27	183	24	58	5	87	0	107	19	126	38	53	0	91	487
Total Volume	19	688	130	837	103	251	18	372	0	466	75	541	100	193	1	294	2044
% App. Total	2.3	82.2	15.5		27.7	67.5	4.8		0	86.1	13.9		34	65.6	0.3		
PHF	.528	.811	.833	.837	.736	.860	.643	.823	.000	.955	.815	.966	.658	.862	.250	.808	.889

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	146	28	176	14	58	7	79	0	120	18	138	19	35	1	55
+15 mins.	6	183	39	228	30	62	1	93	0	122	15	137	20	56	0	76
+30 mins.	2	212	36	250	35	73	5	113	0	117	23	140	23	49	0	72
+45 mins.	9	147	27	183	24	58	5	87	0	107	19	126	38	53	0	91
Total Volume	19	688	130	837	103	251	18	372	0	466	75	541	100	193	1	294
% App. Total	2.3	82.2	15.5		27.7	67.5	4.8		0	86.1	13.9		34	65.6	0.3	
PHF	.528	.811	.833	.837	.736	.860	.643	.823	.000	.955	.815	.966	.658	.862	.250	.808

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Dual Wheeled

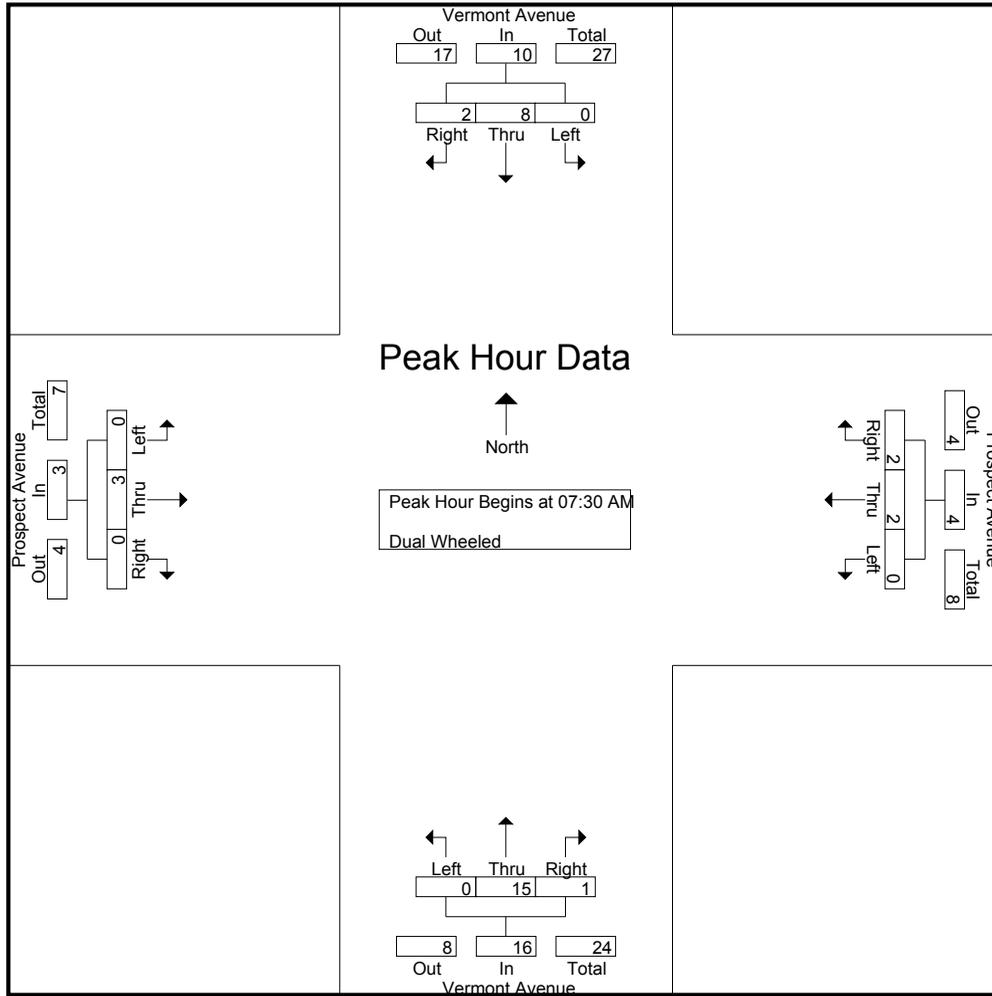
Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	1	2	3	0	0	0	0	0	3	0	3	0	1	0	1	7
07:30 AM	0	2	1	3	0	0	1	1	0	3	0	3	0	1	0	1	8
07:45 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0	9
Total	0	5	4	9	0	1	1	2	0	14	1	15	0	2	0	2	28
08:00 AM	0	2	1	3	0	1	0	1	0	1	0	1	0	1	0	1	6
08:15 AM	0	2	0	2	0	1	1	2	0	5	0	5	0	1	0	1	10
08:30 AM	0	3	0	3	1	1	0	2	0	2	0	2	0	0	0	0	7
08:45 AM	1	3	1	5	0	1	1	2	0	1	0	1	0	0	0	0	8
Total	1	10	2	13	1	4	2	7	0	9	0	9	0	2	0	2	31
09:00 AM	0	4	1	5	0	1	0	1	0	2	0	2	0	0	0	0	8
09:15 AM	0	3	3	6	2	0	0	2	0	4	0	4	1	3	0	4	16
09:30 AM	0	2	2	4	1	1	0	2	0	1	0	1	0	0	0	0	7
09:45 AM	0	4	5	9	0	0	0	0	0	1	0	1	2	0	0	2	12
Total	0	13	11	24	3	2	0	5	0	8	0	8	3	3	0	6	43
Grand Total	1	28	17	46	4	7	3	14	0	31	1	32	3	7	0	10	102
Apprch %	2.2	60.9	37		28.6	50	21.4		0	96.9	3.1		30	70	0		
Total %	1	27.5	16.7	45.1	3.9	6.9	2.9	13.7	0	30.4	1	31.4	2.9	6.9	0	9.8	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	2	1	3	0	0	1	1	0	3	0	3	0	1	0	1	8
07:45 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0	9
08:00 AM	0	2	1	3	0	1	0	1	0	1	0	1	0	1	0	1	6
08:15 AM	0	2	0	2	0	1	1	2	0	5	0	5	0	1	0	1	10
Total Volume	0	8	2	10	0	2	2	4	0	15	1	16	0	3	0	3	33
% App. Total	0	80	20		0	50	50		0	93.8	6.2		0	100	0		
PHF	.000	1.00	.500	.833	.000	.500	.500	.500	.000	.625	.250	.571	.000	.750	.000	.750	.825

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	1	3	0	0	1	1	0	3	0	3	0	1	0	1
+15 mins.	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0
+30 mins.	0	2	1	3	0	1	0	1	0	1	0	1	0	1	0	1
+45 mins.	0	2	0	2	0	1	1	2	0	5	0	5	0	1	0	1
Total Volume	0	8	2	10	0	2	2	4	0	15	1	16	0	3	0	3
% App. Total	0	80	20		0	50	50		0	93.8	6.2		0	100	0	
PHF	.000	1.000	.500	.833	.000	.500	.500	.500	.000	.625	.250	.571	.000	.750	.000	.750

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Buses

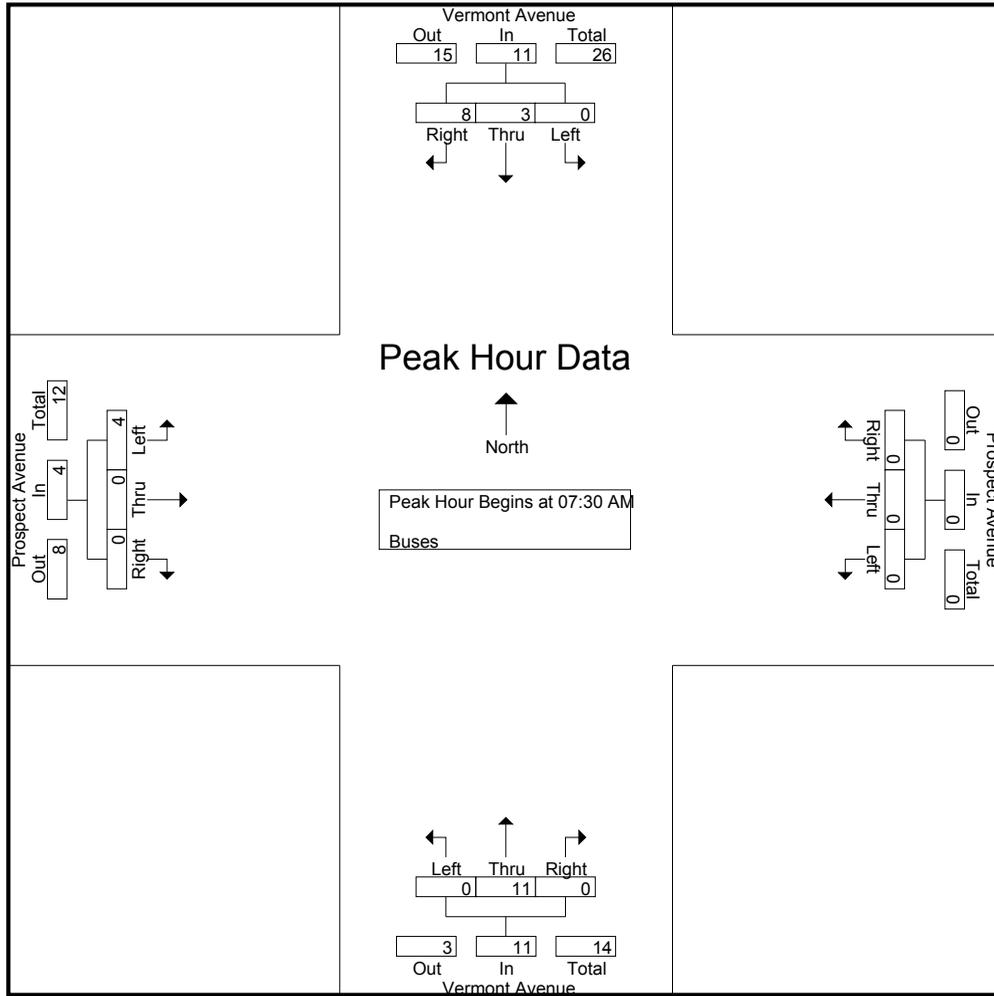
Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	1	0	2	5
07:15 AM	0	1	4	5	0	0	0	0	0	4	0	4	1	0	0	1	10
07:30 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	3	3	0	0	0	0	0	2	0	2	3	0	0	3	8
Total	0	1	10	11	0	0	0	0	0	10	0	10	5	1	0	6	27
08:00 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
08:15 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:30 AM	0	0	2	2	0	0	0	0	0	3	0	3	1	0	0	1	6
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
Total	0	3	5	8	0	0	0	0	0	13	0	13	3	0	0	3	24
09:00 AM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
09:15 AM	0	2	3	5	0	0	0	0	0	2	0	2	1	0	0	1	8
09:30 AM	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	4
09:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	6	7	13	0	0	0	0	0	6	0	6	2	0	0	2	21
Grand Total	0	10	22	32	0	0	0	0	0	29	0	29	10	1	0	11	72
Apprch %	0	31.2	68.8		0	0	0		0	100	0		90.9	9.1	0		
Total %	0	13.9	30.6	44.4	0	0	0	0	0	40.3	0	40.3	13.9	1.4	0	15.3	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	3	3	0	0	0	0	0	2	0	2	3	0	0	3	8
08:00 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
08:15 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1	6
Total Volume	0	3	8	11	0	0	0	0	0	11	0	11	4	0	0	4	26
% App. Total	0	27.3	72.7		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.667	.917	.000	.000	.000	.000	.000	.550	.000	.550	.333	.000	.000	.333	.813

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	3	3	0	0	0	0	0	2	0	2	3	0	0	3
+30 mins.	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	3	8	11	0	0	0	0	0	11	0	11	4	0	0	4
% App. Total	0	27.3	72.7		0	0	0	0	0	100	0		100	0	0	
PHF	.000	.375	.667	.917	.000	.000	.000	.000	.000	.550	.000	.550	.333	.000	.000	.333

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

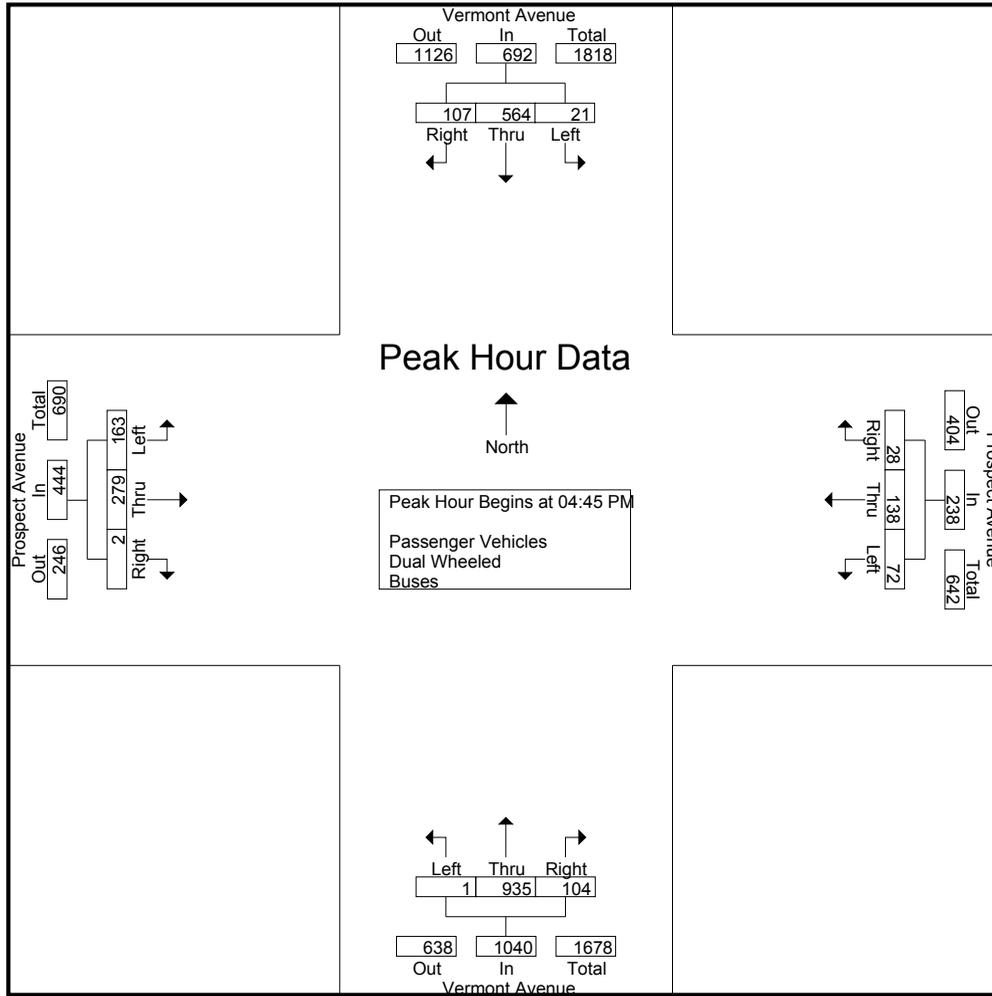
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	5	132	29	166	20	33	9	62	1	155	15	171	34	52	0	86	485
03:15 PM	5	160	34	199	12	42	6	60	0	173	18	191	34	57	0	91	541
03:30 PM	10	140	21	171	13	42	6	61	0	202	17	219	32	50	0	82	533
03:45 PM	6	140	32	178	13	39	6	58	0	212	19	231	47	61	0	108	575
Total	26	572	116	714	58	156	27	241	1	742	69	812	147	220	0	367	2134
04:00 PM	12	128	30	170	16	48	6	70	0	207	20	227	44	59	1	104	571
04:15 PM	7	137	28	172	22	45	2	69	0	202	24	226	42	75	1	118	585
04:30 PM	5	152	28	185	16	43	9	68	0	194	26	220	30	65	2	97	570
04:45 PM	6	149	26	181	16	24	5	45	0	232	27	259	44	67	0	111	596
Total	30	566	112	708	70	160	22	252	0	835	97	932	160	266	4	430	2322
05:00 PM	6	159	27	192	16	36	6	58	0	216	28	244	39	82	0	121	615
05:15 PM	5	141	30	176	24	37	8	69	1	243	22	266	41	75	1	117	628
05:30 PM	4	115	24	143	16	41	9	66	0	244	27	271	39	55	1	95	575
05:45 PM	6	123	31	160	21	54	6	81	0	207	22	229	36	75	0	111	581
Total	21	538	112	671	77	168	29	274	1	910	99	1010	155	287	2	444	2399
Grand Total	77	1676	340	2093	205	484	78	767	2	2487	265	2754	462	773	6	1241	6855
Apprch %	3.7	80.1	16.2		26.7	63.1	10.2		0.1	90.3	9.6		37.2	62.3	0.5		
Total %	1.1	24.4	5	30.5	3	7.1	1.1	11.2	0	36.3	3.9	40.2	6.7	11.3	0.1	18.1	
Passenger Vehicles	76	1650	314	2040	203	477	77	757	2	2429	261	2692	441	766	6	1213	6702
% Passenger Vehicles	98.7	98.4	92.4	97.5	99	98.6	98.7	98.7	100	97.7	98.5	97.7	95.5	99.1	100	97.7	97.8
Dual Wheeled	1	18	3	22	2	6	1	9	0	16	4	20	9	7	0	16	67
% Dual Wheeled	1.3	1.1	0.9	1.1	1	1.2	1.3	1.2	0	0.6	1.5	0.7	1.9	0.9	0	1.3	1
Buses	0	8	23	31	0	1	0	1	0	42	0	42	12	0	0	12	86
% Buses	0	0.5	6.8	1.5	0	0.2	0	0.1	0	1.7	0	1.5	2.6	0	0	1	1.3

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	149	26	181	16	24	5	45	0	232	27	259	44	67	0	111	596
05:00 PM	6	159	27	192	16	36	6	58	0	216	28	244	39	82	0	121	615
05:15 PM	5	141	30	176	24	37	8	69	1	243	22	266	41	75	1	117	628
05:30 PM	4	115	24	143	16	41	9	66	0	244	27	271	39	55	1	95	575
Total Volume	21	564	107	692	72	138	28	238	1	935	104	1040	163	279	2	444	2414
% App. Total	3	81.5	15.5		30.3	58	11.8		0.1	89.9	10		36.7	62.8	0.5		
PHF	.875	.887	.892	.901	.750	.841	.778	.862	.250	.958	.929	.959	.926	.851	.500	.917	.961

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	5	152	28	185	16	36	6	58	0	232	27	259	42	75	1	118
+15 mins.	6	149	26	181	24	37	8	69	0	216	28	244	30	65	2	97
+30 mins.	6	159	27	192	16	41	9	66	1	243	22	266	44	67	0	111
+45 mins.	5	141	30	176	21	54	6	81	0	244	27	271	39	82	0	121
Total Volume	22	601	111	734	77	168	29	274	1	935	104	1040	155	289	3	447
% App. Total	3	81.9	15.1		28.1	61.3	10.6		0.1	89.9	10		34.7	64.7	0.7	
PHF	.917	.945	.925	.956	.802	.778	.806	.846	.250	.958	.929	.959	.881	.881	.375	.924

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Passenger Vehicles

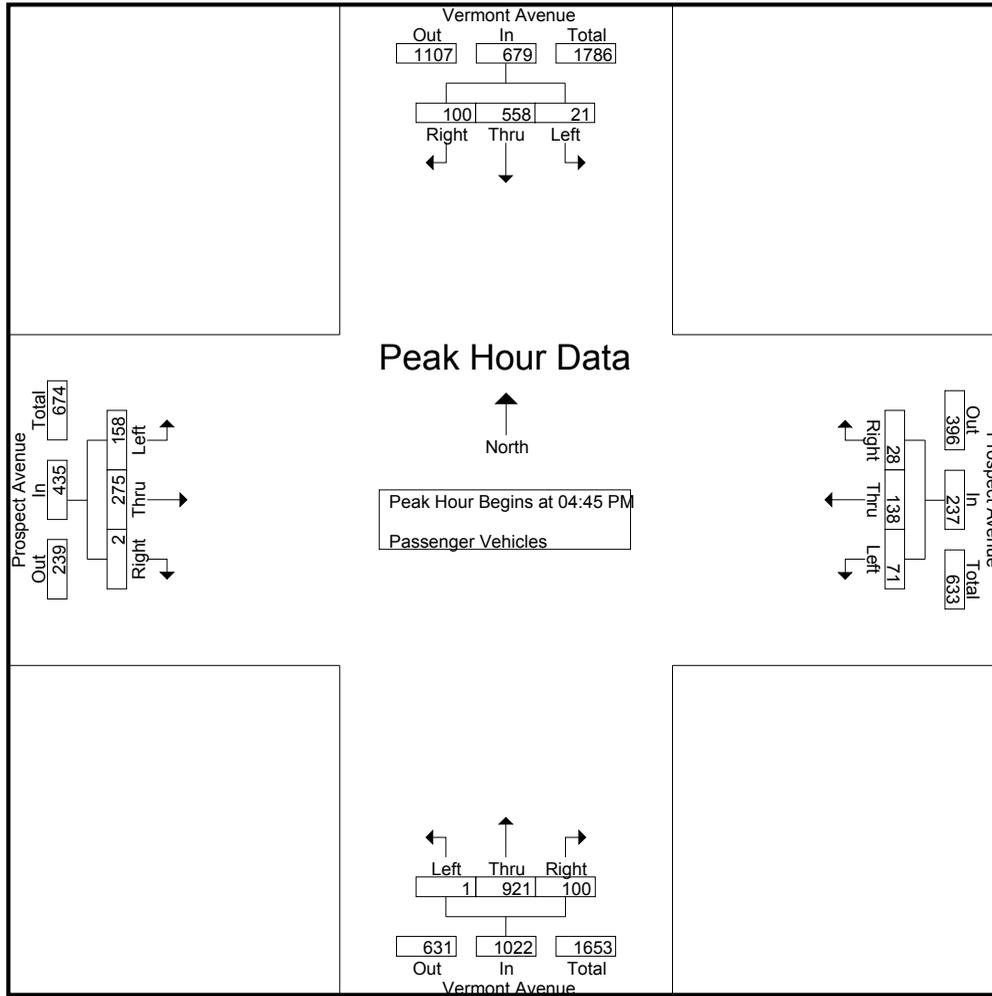
Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	5	130	27	162	19	32	8	59	1	148	15	164	30	51	0	81	466
03:15 PM	5	155	31	191	12	40	6	58	0	167	18	185	34	57	0	91	525
03:30 PM	10	136	19	165	13	41	6	60	0	195	17	212	30	50	0	80	517
03:45 PM	6	138	31	175	13	38	6	57	0	205	19	224	44	61	0	105	561
Total	26	559	108	693	57	151	26	234	1	715	69	785	138	219	0	357	2069
04:00 PM	11	127	28	166	16	47	6	69	0	202	20	222	43	58	1	102	559
04:15 PM	7	135	24	166	22	45	2	69	0	197	24	221	40	74	1	115	571
04:30 PM	5	150	26	181	16	42	9	67	0	190	26	216	28	65	2	95	559
04:45 PM	6	148	24	178	16	24	5	45	0	226	27	253	43	66	0	109	585
Total	29	560	102	691	70	158	22	250	0	815	97	912	154	263	4	421	2274
05:00 PM	6	155	25	186	15	36	6	57	0	215	27	242	37	82	0	119	604
05:15 PM	5	140	28	173	24	37	8	69	1	239	19	259	40	72	1	113	614
05:30 PM	4	115	23	142	16	41	9	66	0	241	27	268	38	55	1	94	570
05:45 PM	6	121	28	155	21	54	6	81	0	204	22	226	34	75	0	109	571
Total	21	531	104	656	76	168	29	273	1	899	95	995	149	284	2	435	2359
Grand Total	76	1650	314	2040	203	477	77	757	2	2429	261	2692	441	766	6	1213	6702
Apprch %	3.7	80.9	15.4		26.8	63	10.2		0.1	90.2	9.7		36.4	63.1	0.5		
Total %	1.1	24.6	4.7	30.4	3	7.1	1.1	11.3	0	36.2	3.9	40.2	6.6	11.4	0.1	18.1	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	6	148	24	178	16	24	5	45	0	226	27	253	43	66	0	109	585
05:00 PM	6	155	25	186	15	36	6	57	0	215	27	242	37	82	0	119	604
05:15 PM	5	140	28	173	24	37	8	69	1	239	19	259	40	72	1	113	614
05:30 PM	4	115	23	142	16	41	9	66	0	241	27	268	38	55	1	94	570
Total Volume	21	558	100	679	71	138	28	237	1	921	100	1022	158	275	2	435	2373
% App. Total	3.1	82.2	14.7		30	58.2	11.8		0.1	90.1	9.8		36.3	63.2	0.5		
PHF	.875	.900	.893	.913	.740	.841	.778	.859	.250	.955	.926	.953	.919	.838	.500	.914	.966

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	6	148	24	178	16	24	5	45	0	226	27	253	43	66	0	109
+15 mins.	6	155	25	186	15	36	6	57	0	215	27	242	37	82	0	119
+30 mins.	5	140	28	173	24	37	8	69	1	239	19	259	40	72	1	113
+45 mins.	4	115	23	142	16	41	9	66	0	241	27	268	38	55	1	94
Total Volume	21	558	100	679	71	138	28	237	1	921	100	1022	158	275	2	435
% App. Total	3.1	82.2	14.7		30	58.2	11.8		0.1	90.1	9.8		36.3	63.2	0.5	
PHF	.875	.900	.893	.913	.740	.841	.778	.859	.250	.955	.926	.953	.919	.838	.500	.914

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Dual Wheeled

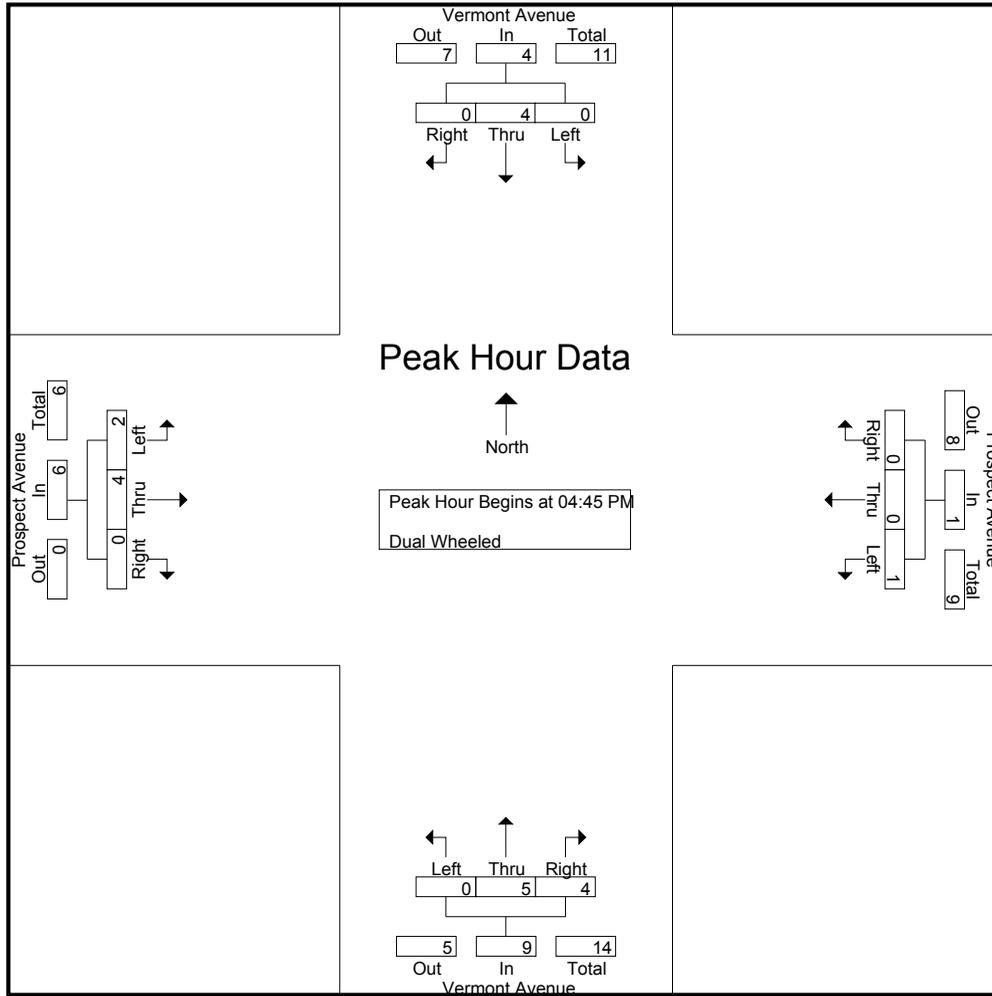
Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	1	1	2	1	1	1	3	0	3	0	3	3	1	0	4	12
03:15 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	0	0	0	6
03:30 PM	0	2	0	2	0	1	0	1	0	2	0	2	1	0	0	1	6
03:45 PM	0	2	0	2	0	1	0	1	0	3	0	3	2	0	0	2	8
Total	0	9	1	10	1	4	1	6	0	9	0	9	6	1	0	7	32
04:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
04:15 PM	0	2	2	4	0	0	0	0	0	0	0	0	0	1	0	1	5
04:30 PM	0	1	0	1	0	1	0	1	0	2	0	2	1	0	0	1	5
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
Total	1	5	2	8	0	2	0	2	0	5	0	5	1	3	0	4	19
05:00 PM	0	2	0	2	1	0	0	1	0	0	1	1	1	0	0	1	5
05:15 PM	0	1	0	1	0	0	0	0	0	2	3	5	0	3	0	3	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	1	0	0	1	0	2	4	6	2	3	0	5	16
Grand Total	1	18	3	22	2	6	1	9	0	16	4	20	9	7	0	16	67
Apprch %	4.5	81.8	13.6		22.2	66.7	11.1		0	80	20		56.2	43.8	0		
Total %	1.5	26.9	4.5	32.8	3	9	1.5	13.4	0	23.9	6	29.9	13.4	10.4	0	23.9	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
05:00 PM	0	2	0	2	1	0	0	1	0	0	1	1	1	0	0	1	5
05:15 PM	0	1	0	1	0	0	0	0	0	2	3	5	0	3	0	3	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	4	0	4	1	0	0	1	0	5	4	9	2	4	0	6	20
% App. Total	0	100	0		100	0	0		0	55.6	44.4		33.3	66.7	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.417	.333	.450	.500	.333	.000	.500	.556

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1
+15 mins.	0	2	0	2	1	0	0	1	0	0	1	1	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	2	3	5	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	4	0	4	1	0	0	1	0	5	4	9	2	4	0	6
% App. Total	0	100	0		100	0	0		0	55.6	44.4		33.3	66.7	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.417	.333	.450	.500	.333	.000	.500

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

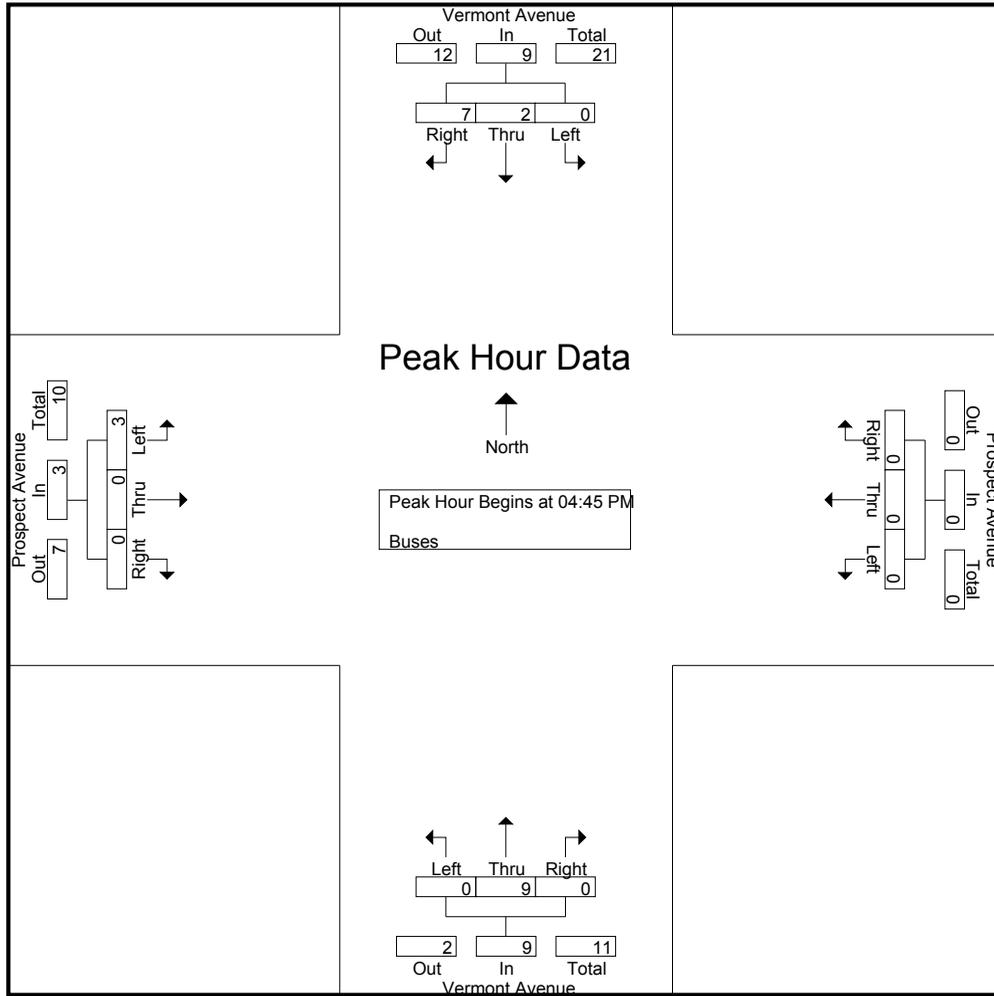
Groups Printed- Buses

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	1	1	2	0	0	0	0	0	4	0	4	1	0	0	1	7
03:15 PM	0	1	3	4	0	1	0	1	0	5	0	5	0	0	0	0	10
03:30 PM	0	2	2	4	0	0	0	0	0	5	0	5	1	0	0	1	10
03:45 PM	0	0	1	1	0	0	0	0	0	4	0	4	1	0	0	1	6
Total	0	4	7	11	0	1	0	1	0	18	0	18	3	0	0	3	33
04:00 PM	0	0	2	2	0	0	0	0	0	5	0	5	1	0	0	1	8
04:15 PM	0	0	2	2	0	0	0	0	0	5	0	5	2	0	0	2	9
04:30 PM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	2	2	0	0	0	0	0	3	0	3	1	0	0	1	6
Total	0	1	8	9	0	0	0	0	0	15	0	15	5	0	0	5	29
05:00 PM	0	2	2	4	0	0	0	0	0	1	0	1	1	0	0	1	6
05:15 PM	0	0	2	2	0	0	0	0	0	2	0	2	1	0	0	1	5
05:30 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:45 PM	0	1	3	4	0	0	0	0	0	3	0	3	2	0	0	2	9
Total	0	3	8	11	0	0	0	0	0	9	0	9	4	0	0	4	24
Grand Total	0	8	23	31	0	1	0	1	0	42	0	42	12	0	0	12	86
Apprch %	0	25.8	74.2		0	100	0		0	100	0		100	0	0		
Total %	0	9.3	26.7	36	0	1.2	0	1.2	0	48.8	0	48.8	14	0	0	14	

Start Time	Vermont Avenue Southbound				Prospect Avenue Westbound				Vermont Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	0	0	0	0	0	3	0	3	1	0	0	1	6
05:00 PM	0	2	2	4	0	0	0	0	0	1	0	1	1	0	0	1	6
05:15 PM	0	0	2	2	0	0	0	0	0	2	0	2	1	0	0	1	5
05:30 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	2	7	9	0	0	0	0	0	9	0	9	3	0	0	3	21
% App. Total	0	22.2	77.8		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.875	.563	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750	.875

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	3	0	3	1	0	0	1
+15 mins.	0	2	2	4	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	0	2	2	0	0	0	0	0	2	0	2	1	0	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	2	7	9	0	0	0	0	0	9	0	9	3	0	0	3
% App. Total	0	22.2	77.8		0	0	0	0	0	100	0		100	0	0	
PHF	.000	.250	.875	.563	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Hollywood Boulevard

Day: Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 22302

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	119	19	79	37
BIKES	18	19	8	16
BUSES	130	17	59	36

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	198	8.00	247	8.00	165	7.45	145	9.45
<i>PM PK 15 MIN</i>	342	5.30	173	5.00	193	4.30	177	5.45
<i>AM PK HOUR</i>	739	7.30	815	7.45	635	7.30	497	9.00
<i>PM PK HOUR</i>	1296	4.45	678	4.30	744	4.15	603	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	137	478	34	649
8-9	132	459	61	652
9-10	123	382	80	585
3-4	182	722	83	987
4-5	204	820	111	1135
5-6	240	912	111	1263
TOTAL	1018	3773	480	5271

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	619	0	680
8-9	60	717	0	777
9-10	64	588	0	652
3-4	60	566	3	629
4-5	67	581	1	649
5-6	56	554	1	611
TOTAL	368	3625	5	3998

TOTAL

N-S	1329
1429	
1237	
1616	
1784	
1874	
9269	

XING S/L

Ped	Sch
41	8
54	3
53	7
68	13
76	24
56	25
348	80

XING N/L

Ped	Sch
20	1
20	0
8	4
27	8
22	9
13	5
110	27

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	342	183	539
8-9	15	380	183	578
9-10	11	279	136	426
3-4	13	376	228	617
4-5	16	469	249	734
5-6	15	443	213	671
TOTAL	84	2289	1192	3565

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	315	31	401
8-9	65	356	39	460
9-10	89	333	75	497
3-4	72	333	77	482
4-5	64	388	88	540
5-6	89	447	67	603
TOTAL	434	2172	377	2983

TOTAL

E-W	940
1038	
923	
1099	
1274	
1274	
6548	

XING W/L

Ped	Sch
32	1
61	0
81	1
67	40
76	34
60	52
377	128

XING E/L

Ped	Sch
143	1
200	1
179	2
136	51
178	64
167	61
1003	180

BICYCLE COUNT SUMMARY

STREET:

North/South:	Vermont Avenue		
East/West:	Hollywood Boulevard		
Day:	Tuesday	Date:	10/8/2019
School Day:	Yes	District:	Hollywood
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	22302

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	1	5
8-9	0	1	0	1
9-10	1	0	1	2
3-4	0	4	0	4
4-5	1	1	0	2
5-6	0	4	0	4
TOTAL	2	14	2	18

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	6
8-9	0	3	2	5	6
9-10	0	0	0	0	2
3-4	0	0	0	0	4
4-5	0	10	0	10	12
5-6	1	2	0	3	7
TOTAL	1	16	2	19	37

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	2	0	2
9-10	0	0	1	1
3-4	0	2	0	2
4-5	0	2	0	2
5-6	0	1	0	1
TOTAL	0	7	1	8

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	1	0	0	1	1
8-9	1	3	0	4	6
9-10	0	1	0	1	2
3-4	0	1	0	1	3
4-5	0	6	0	6	8
5-6	0	3	0	3	4
TOTAL	2	14	0	16	24

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	1	0	1	2
- No helmet riders	12	5	2	9	28
- Sidewalk Riding	2	2	0	8	12
- Wrong way riding	1	3	1	3	8

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Vermont Avenue				
East/West:	Hollywood Boulevard				
Day:	Tuesday	Date:	10/8/2019	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	22302
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	8	27	2	37
7:15-7:30	5	10	35	8	58
7:30-7:45	10	12	36	8	66
7:45-8:00	6	19	46	15	86
8:00-8:15	2	9	55	12	78
8:15-8:30	6	16	56	8	86
8:30-8:45	7	12	46	22	87
8:45-9:00	5	20	44	19	88
9:00-9:15	1	17	41	24	83
9:15-9:30	3	14	40	12	69
9:30-9:45	6	20	54	25	105
9:45-10:00	2	9	46	21	78

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	21	49	144	33	247
8 - 9	20	57	201	61	339
9 - 10	12	60	181	82	335
TOTAL	53	166	526	176	921

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	6	22	49	26	103
3:15-3:30	16	11	46	28	101
3:30-3:45	9	26	57	25	117
3:45-4:00	4	22	35	28	89
4:00-4:15	10	28	57	28	123
4:15-4:30	0	27	49	29	105
4:30-4:45	8	24	74	24	130
4:45-5:00	13	21	62	29	125
5:00-5:15	8	19	61	21	109
5:15-5:30	2	21	38	40	101
5:30-5:45	0	17	50	25	92
5:45-6:00	8	24	79	26	137

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	35	81	187	107	410
4 - 5	31	100	242	110	483
5 - 6	18	81	228	112	439
TOTAL	84	262	657	329	1332

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	8	0	8
4	6	21	0	31

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

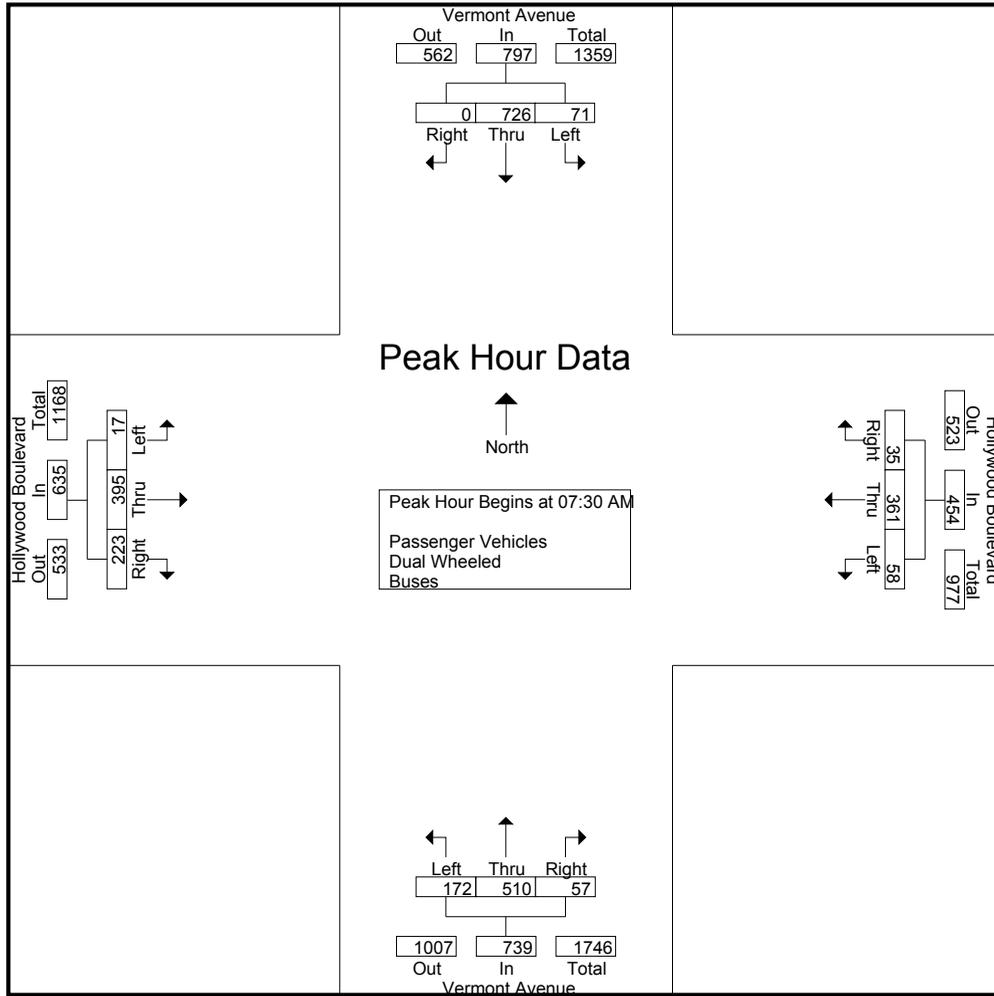
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	150	0	160	16	61	6	83	25	104	7	136	2	76	37	115	494
07:15 AM	10	132	0	142	14	79	7	100	21	114	4	139	5	70	35	110	491
07:30 AM	19	145	0	164	10	87	5	102	38	134	10	182	3	97	49	149	597
07:45 AM	22	192	0	214	15	88	13	116	53	126	13	192	4	99	62	165	687
Total	61	619	0	680	55	315	31	401	137	478	34	649	14	342	183	539	2269
08:00 AM	17	230	0	247	16	98	6	120	46	136	16	198	2	98	56	156	721
08:15 AM	13	159	0	172	17	88	11	116	35	114	18	167	8	101	56	165	620
08:30 AM	17	165	0	182	15	86	12	113	29	101	18	148	3	98	38	139	582
08:45 AM	13	163	0	176	17	84	10	111	22	108	9	139	2	83	33	118	544
Total	60	717	0	777	65	356	39	460	132	459	61	652	15	380	183	578	2467
09:00 AM	10	165	0	175	26	76	23	125	24	97	27	148	5	86	26	117	565
09:15 AM	16	146	0	162	15	76	16	107	35	84	19	138	5	64	35	104	511
09:30 AM	22	128	0	150	21	83	16	120	40	96	19	155	1	68	30	99	524
09:45 AM	16	149	0	165	27	98	20	145	24	105	15	144	0	61	45	106	560
Total	64	588	0	652	89	333	75	497	123	382	80	585	11	279	136	426	2160
Grand Total	185	1924	0	2109	209	1004	145	1358	392	1319	175	1886	40	1001	502	1543	6896
Apprch %	8.8	91.2	0		15.4	73.9	10.7		20.8	69.9	9.3		2.6	64.9	32.5		
Total %	2.7	27.9	0	30.6	3	14.6	2.1	19.7	5.7	19.1	2.5	27.3	0.6	14.5	7.3	22.4	
Passenger Vehicles	185	1914	0	2099	166	1003	142	1311	326	1300	119	1745	11	980	474	1465	6620
% Passenger Vehicles	100	99.5	0	99.5	79.4	99.9	97.9	96.5	83.2	98.6	68	92.5	27.5	97.9	94.4	94.9	96
Dual Wheeled	0	0	0	0	27	0	3	30	53	3	31	87	20	6	25	51	168
% Dual Wheeled	0	0	0	0	12.9	0	2.1	2.2	13.5	0.2	17.7	4.6	50	0.6	5	3.3	2.4
Buses	0	10	0	10	16	1	0	17	13	16	25	54	9	15	3	27	108
% Buses	0	0.5	0	0.5	7.7	0.1	0	1.3	3.3	1.2	14.3	2.9	22.5	1.5	0.6	1.7	1.6

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	145	0	164	10	87	5	102	38	134	10	182	3	97	49	149	597
07:45 AM	22	192	0	214	15	88	13	116	53	126	13	192	4	99	62	165	687
08:00 AM	17	230	0	247	16	98	6	120	46	136	16	198	2	98	56	156	721
08:15 AM	13	159	0	172	17	88	11	116	35	114	18	167	8	101	56	165	620
Total Volume	71	726	0	797	58	361	35	454	172	510	57	739	17	395	223	635	2625
% App. Total	8.9	91.1	0		12.8	79.5	7.7		23.3	69	7.7		2.7	62.2	35.1		
PHF	.807	.789	.000	.807	.853	.921	.673	.946	.811	.938	.792	.933	.531	.978	.899	.962	.910

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				09:00 AM				07:30 AM				07:30 AM			
+0 mins.	22	192	0	214	26	76	23	125	38	134	10	182	3	97	49	149
+15 mins.	17	230	0	247	15	76	16	107	53	126	13	192	4	99	62	165
+30 mins.	13	159	0	172	21	83	16	120	46	136	16	198	2	98	56	156
+45 mins.	17	165	0	182	27	98	20	145	35	114	18	167	8	101	56	165
Total Volume	69	746	0	815	89	333	75	497	172	510	57	739	17	395	223	635
% App. Total	8.5	91.5	0		17.9	67	15.1		23.3	69	7.7		2.7	62.2	35.1	
PHF	.784	.811	.000	.825	.824	.849	.815	.857	.811	.938	.792	.933	.531	.978	.899	.962

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

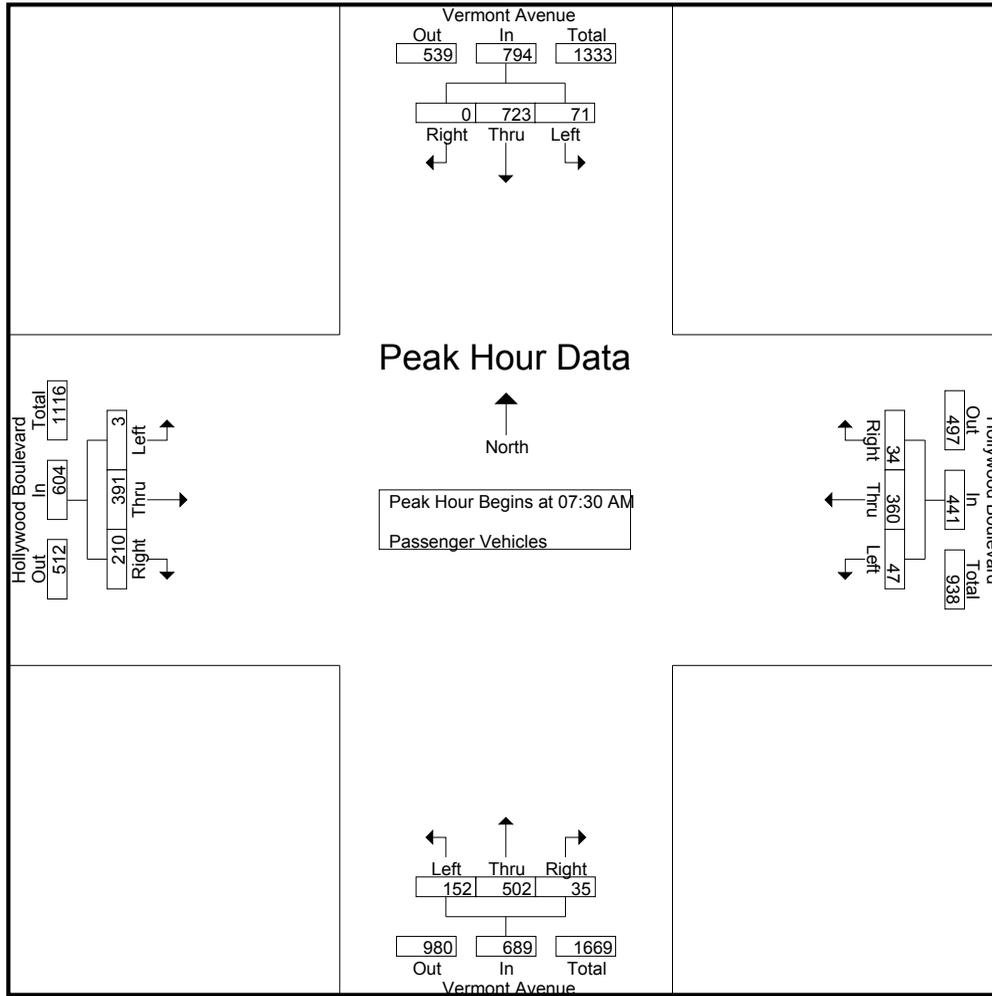
File Name : 02_LAC_Vermont_Hollywood AM
 Site Code : 99919717
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Groups Printed- Passenger Vehicles

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	150	0	160	15	61	6	82	20	104	4	128	1	75	33	109	479
07:15 AM	10	131	0	141	12	79	6	97	17	111	1	129	2	67	32	101	468
07:30 AM	19	145	0	164	8	87	5	100	35	133	4	172	0	97	48	145	581
07:45 AM	22	192	0	214	12	87	13	112	50	124	6	180	0	96	52	148	654
Total	61	618	0	679	47	314	30	391	122	472	15	609	3	335	165	503	2182
08:00 AM	17	228	0	245	13	98	5	116	40	132	13	185	0	98	56	154	700
08:15 AM	13	158	0	171	14	88	11	113	27	113	12	152	3	100	54	157	593
08:30 AM	17	165	0	182	9	86	12	107	23	100	13	136	0	93	38	131	556
08:45 AM	13	163	0	176	10	84	10	104	18	107	8	133	0	81	31	112	525
Total	60	714	0	774	46	356	38	440	108	452	46	606	3	372	179	554	2374
09:00 AM	10	163	0	173	22	76	22	120	15	95	15	125	4	84	26	114	532
09:15 AM	16	144	0	160	13	76	16	105	26	83	14	123	1	63	32	96	484
09:30 AM	22	127	0	149	17	83	16	116	33	95	16	144	0	66	29	95	504
09:45 AM	16	148	0	164	21	98	20	139	22	103	13	138	0	60	43	103	544
Total	64	582	0	646	73	333	74	480	96	376	58	530	5	273	130	408	2064
Grand Total	185	1914	0	2099	166	1003	142	1311	326	1300	119	1745	11	980	474	1465	6620
Apprch %	8.8	91.2	0		12.7	76.5	10.8		18.7	74.5	6.8		0.8	66.9	32.4		
Total %	2.8	28.9	0	31.7	2.5	15.2	2.1	19.8	4.9	19.6	1.8	26.4	0.2	14.8	7.2	22.1	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	19	145	0	164	8	87	5	100	35	133	4	172	0	97	48	145	581
07:45 AM	22	192	0	214	12	87	13	112	50	124	6	180	0	96	52	148	654
08:00 AM	17	228	0	245	13	98	5	116	40	132	13	185	0	98	56	154	700
08:15 AM	13	158	0	171	14	88	11	113	27	113	12	152	3	100	54	157	593
Total Volume	71	723	0	794	47	360	34	441	152	502	35	689	3	391	210	604	2528
% App. Total	8.9	91.1	0		10.7	81.6	7.7		22.1	72.9	5.1		0.5	64.7	34.8		
PHF	.807	.793	.000	.810	.839	.918	.654	.950	.760	.944	.673	.931	.250	.978	.938	.962	.903

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	19	145	0	164	8	87	5	100	35	133	4	172	0	97	48	145
+15 mins.	22	192	0	214	12	87	13	112	50	124	6	180	0	96	52	148
+30 mins.	17	228	0	245	13	98	5	116	40	132	13	185	0	98	56	154
+45 mins.	13	158	0	171	14	88	11	113	27	113	12	152	3	100	54	157
Total Volume	71	723	0	794	47	360	34	441	152	502	35	689	3	391	210	604
% App. Total	8.9	91.1	0		10.7	81.6	7.7		22.1	72.9	5.1		0.5	64.7	34.8	
PHF	.807	.793	.000	.810	.839	.918	.654	.950	.760	.944	.673	.931	.250	.978	.938	.962

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
 Site Code : 99919717
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 Page No : 1

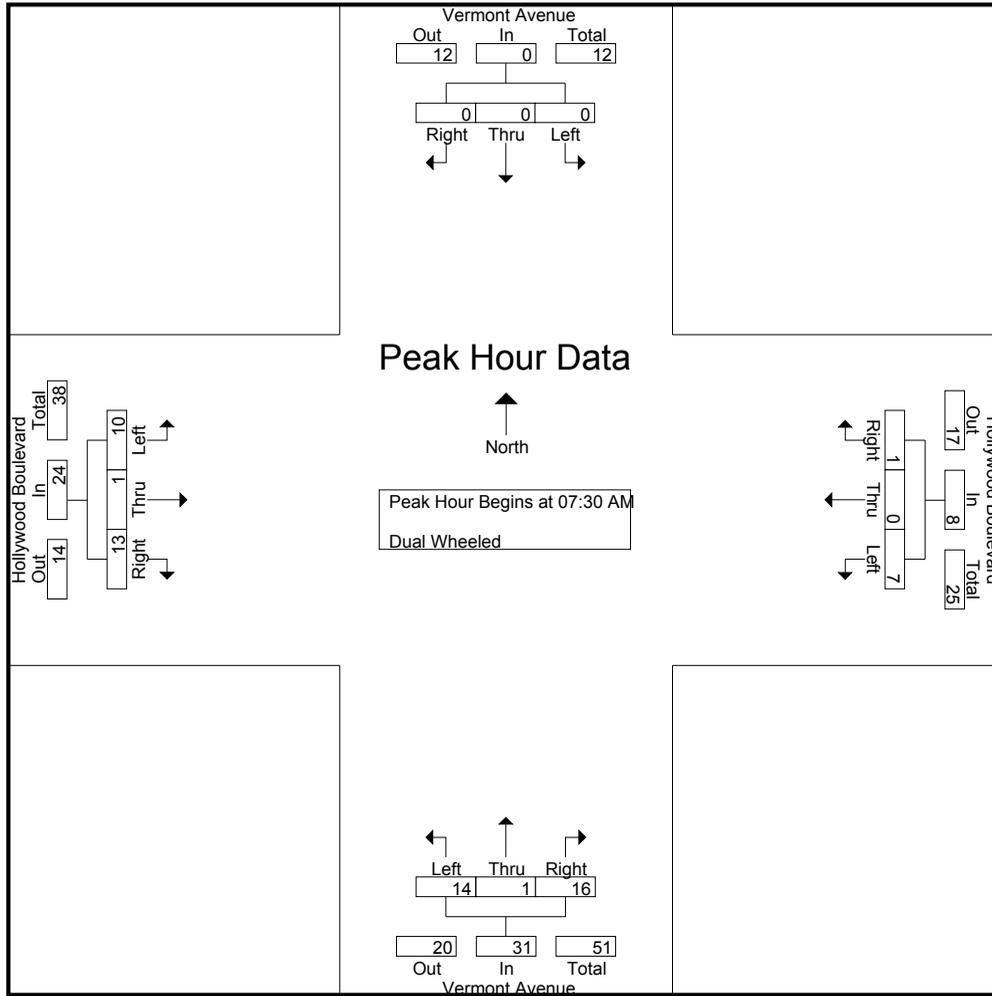
Groups Printed- Dual Wheeled

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	5	0	1	6	0	0	3	3	9
07:15 AM	0	0	0	0	1	0	1	2	2	1	1	4	2	0	3	5	11
07:30 AM	0	0	0	0	1	0	0	1	1	0	4	5	2	0	1	3	9
07:45 AM	0	0	0	0	2	0	0	2	1	1	6	8	3	0	10	13	23
Total	0	0	0	0	4	0	1	5	9	2	12	23	7	0	17	24	52
08:00 AM	0	0	0	0	2	0	1	3	5	0	3	8	1	0	0	1	12
08:15 AM	0	0	0	0	2	0	0	2	7	0	3	10	4	1	2	7	19
08:30 AM	0	0	0	0	4	0	0	4	5	0	1	6	2	2	0	4	14
08:45 AM	0	0	0	0	4	0	0	4	4	0	1	5	1	0	1	2	11
Total	0	0	0	0	12	0	1	13	21	0	8	29	8	3	3	14	56
09:00 AM	0	0	0	0	4	0	1	5	7	1	7	15	0	1	0	1	21
09:15 AM	0	0	0	0	2	0	0	2	8	0	4	12	4	0	3	7	21
09:30 AM	0	0	0	0	2	0	0	2	6	0	0	6	1	1	0	2	10
09:45 AM	0	0	0	0	3	0	0	3	2	0	0	2	0	1	2	3	8
Total	0	0	0	0	11	0	1	12	23	1	11	35	5	3	5	13	60
Grand Total	0	0	0	0	27	0	3	30	53	3	31	87	20	6	25	51	168
Apprch %	0	0	0	0	90	0	10		60.9	3.4	35.6		39.2	11.8	49		
Total %	0	0	0	0	16.1	0	1.8	17.9	31.5	1.8	18.5	51.8	11.9	3.6	14.9	30.4	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	1	0	4	5	2	0	1	3	9
07:45 AM	0	0	0	0	2	0	0	2	1	1	6	8	3	0	10	13	23
08:00 AM	0	0	0	0	2	0	1	3	5	0	3	8	1	0	0	1	12
08:15 AM	0	0	0	0	2	0	0	2	7	0	3	10	4	1	2	7	19
Total Volume	0	0	0	0	7	0	1	8	14	1	16	31	10	1	13	24	63
% App. Total	0	0	0	0	87.5	0	12.5		45.2	3.2	51.6		41.7	4.2	54.2		
PHF	.000	.000	.000	.000	.875	.000	.250	.667	.500	.250	.667	.775	.625	.250	.325	.462	.685

City of Los Angeles
 N/S: Vermont Avenue
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 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	0	0	1	1	0	4	5	2	0	1	3
+15 mins.	0	0	0	0	2	0	0	2	1	1	6	8	3	0	10	13
+30 mins.	0	0	0	0	2	0	1	3	5	0	3	8	1	0	0	1
+45 mins.	0	0	0	0	2	0	0	2	7	0	3	10	4	1	2	7
Total Volume	0	0	0	0	7	0	1	8	14	1	16	31	10	1	13	24
% App. Total	0	0	0	0	87.5	0	12.5		45.2	3.2	51.6		41.7	4.2	54.2	
PHF	.000	.000	.000	.000	.875	.000	.250	.667	.500	.250	.667	.775	.625	.250	.325	.462

City of Los Angeles
 N/S: Vermont Avenue
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Groups Printed- Buses

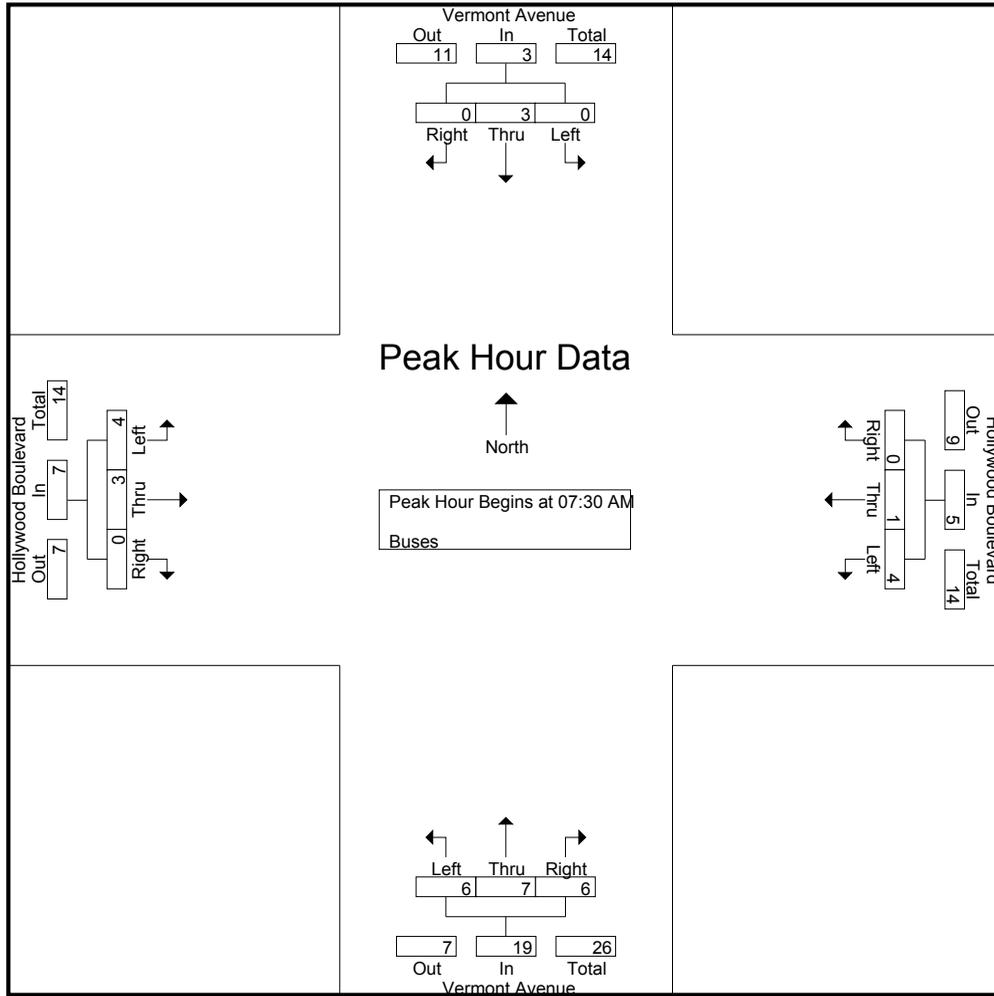
Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	2	2	1	1	1	3	6
07:15 AM	0	1	0	1	1	0	0	1	2	2	2	6	1	3	0	4	12
07:30 AM	0	0	0	0	1	0	0	1	2	1	2	5	1	0	0	1	7
07:45 AM	0	0	0	0	1	1	0	2	2	1	1	4	1	3	0	4	10
Total	0	1	0	1	4	1	0	5	6	4	7	17	4	7	1	12	35
08:00 AM	0	2	0	2	1	0	0	1	1	4	0	5	1	0	0	1	9
08:15 AM	0	1	0	1	1	0	0	1	1	1	3	5	1	0	0	1	8
08:30 AM	0	0	0	0	2	0	0	2	1	1	4	6	1	3	0	4	12
08:45 AM	0	0	0	0	3	0	0	3	0	1	0	1	1	2	1	4	8
Total	0	3	0	3	7	0	0	7	3	7	7	17	4	5	1	10	37
09:00 AM	0	2	0	2	0	0	0	0	2	1	5	8	1	1	0	2	12
09:15 AM	0	2	0	2	0	0	0	0	1	1	1	3	0	1	0	1	6
09:30 AM	0	1	0	1	2	0	0	2	1	1	3	5	0	1	1	2	10
09:45 AM	0	1	0	1	3	0	0	3	0	2	2	4	0	0	0	0	8
Total	0	6	0	6	5	0	0	5	4	5	11	20	1	3	1	5	36
Grand Total	0	10	0	10	16	1	0	17	13	16	25	54	9	15	3	27	108
Apprch %	0	100	0		94.1	5.9	0		24.1	29.6	46.3		33.3	55.6	11.1		
Total %	0	9.3	0	9.3	14.8	0.9	0	15.7	12	14.8	23.1	50	8.3	13.9	2.8	25	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	1	0	0	1	2	1	2	5	1	0	0	1	7
07:45 AM	0	0	0	0	1	1	0	2	2	1	1	4	1	3	0	4	10
08:00 AM	0	2	0	2	1	0	0	1	1	4	0	5	1	0	0	1	9
08:15 AM	0	1	0	1	1	0	0	1	1	1	3	5	1	0	0	1	8
Total Volume	0	3	0	3	4	1	0	5	6	7	6	19	4	3	0	7	34
% App. Total	0	100	0		80	20	0		31.6	36.8	31.6		57.1	42.9	0		
PHF	.000	.375	.000	.375	1.00	.250	.000	.625	.750	.438	.500	.950	1.00	.250	.000	.438	.850

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	0	0	1	2	1	2	5	1	0	0	1
+15 mins.	0	0	0	0	1	1	0	2	2	1	1	4	1	3	0	4
+30 mins.	0	2	0	2	1	0	0	1	1	4	0	5	1	0	0	1
+45 mins.	0	1	0	1	1	0	0	1	1	1	3	5	1	0	0	1
Total Volume	0	3	0	3	4	1	0	5	6	7	6	19	4	3	0	7
% App. Total	0	100	0	0	80	20	0	0	31.6	36.8	31.6	100	57.1	42.9	0	0
PHF	.000	.375	.000	.375	1.000	.250	.000	.625	.750	.438	.500	.950	1.000	.250	.000	.438

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

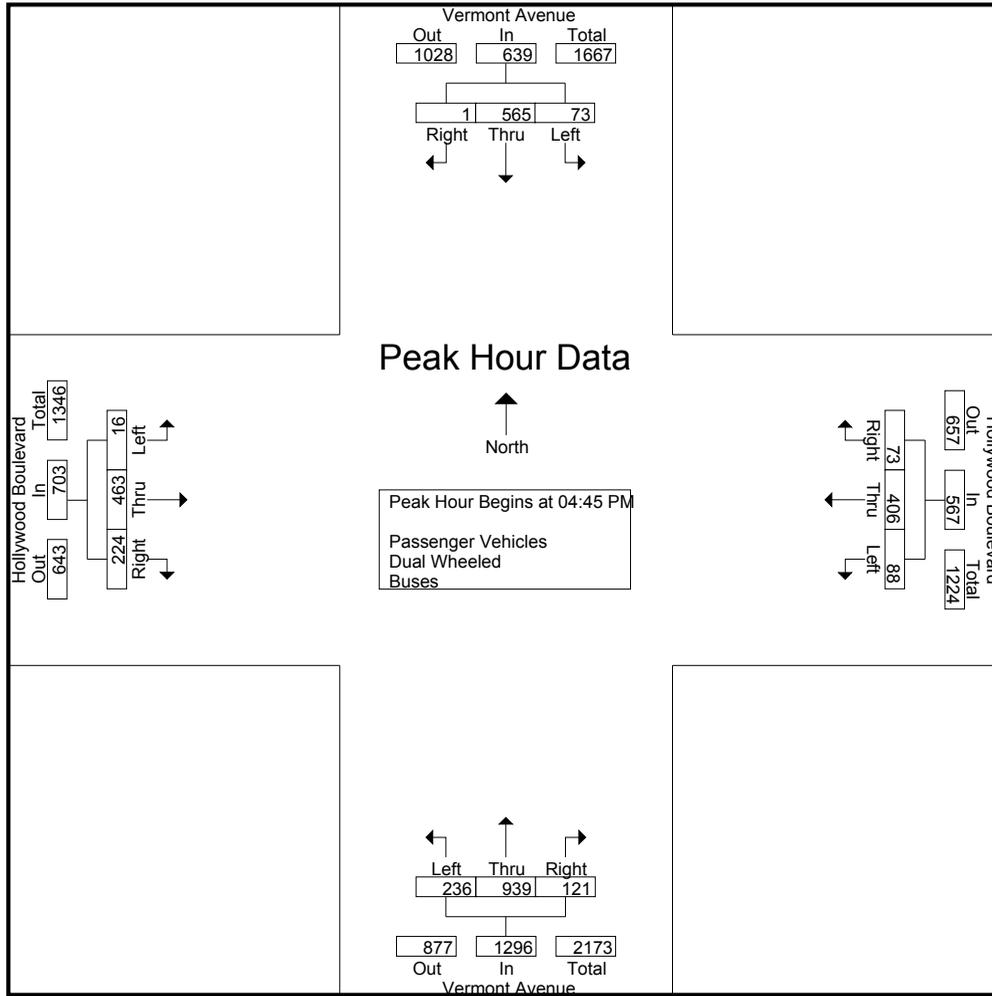
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	18	134	2	154	15	71	15	101	51	151	20	222	4	76	60	140	617
03:15 PM	21	148	0	169	19	94	15	128	42	172	18	232	3	107	58	168	697
03:30 PM	8	143	0	151	16	72	24	112	46	192	15	253	3	92	44	139	655
03:45 PM	13	141	1	155	22	96	23	141	43	207	30	280	3	101	66	170	746
Total	60	566	3	629	72	333	77	482	182	722	83	987	13	376	228	617	2715
04:00 PM	10	136	0	146	18	105	18	141	47	203	29	279	5	106	56	167	733
04:15 PM	10	152	1	163	12	97	23	132	56	196	18	270	5	117	67	189	754
04:30 PM	22	150	0	172	15	89	22	126	50	193	29	272	3	130	60	193	763
04:45 PM	25	143	0	168	19	97	25	141	51	228	35	314	3	116	66	185	808
Total	67	581	1	649	64	388	88	540	204	820	111	1135	16	469	249	734	3058
05:00 PM	14	159	0	173	24	91	16	131	63	224	28	315	4	118	55	177	796
05:15 PM	19	145	1	165	26	114	13	153	61	238	26	325	5	123	44	172	815
05:30 PM	15	118	0	133	19	104	19	142	61	249	32	342	4	106	59	169	786
05:45 PM	8	132	0	140	20	138	19	177	55	201	25	281	2	96	55	153	751
Total	56	554	1	611	89	447	67	603	240	912	111	1263	15	443	213	671	3148
Grand Total	183	1701	5	1889	225	1168	232	1625	626	2454	305	3385	44	1288	690	2022	8921
Apprch %	9.7	90	0.3		13.8	71.9	14.3		18.5	72.5	9		2.2	63.7	34.1		
Total %	2.1	19.1	0.1	21.2	2.5	13.1	2.6	18.2	7	27.5	3.4	37.9	0.5	14.4	7.7	22.7	
Passenger Vehicles	180	1678	5	1863	208	1159	232	1599	602	2402	273	3277	32	1247	683	1962	8701
% Passenger Vehicles	98.4	98.6	100	98.6	92.4	99.2	100	98.4	96.2	97.9	89.5	96.8	72.7	96.8	99	97	97.5
Dual Wheeled	3	16	0	19	1	6	0	7	7	20	5	32	0	24	4	28	86
% Dual Wheeled	1.6	0.9	0	1	0.4	0.5	0	0.4	1.1	0.8	1.6	0.9	0	1.9	0.6	1.4	1
Buses	0	7	0	7	16	3	0	19	17	32	27	76	12	17	3	32	134
% Buses	0	0.4	0	0.4	7.1	0.3	0	1.2	2.7	1.3	8.9	2.2	27.3	1.3	0.4	1.6	1.5

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	25	143	0	168	19	97	25	141	51	228	35	314	3	116	66	185	808
05:00 PM	14	159	0	173	24	91	16	131	63	224	28	315	4	118	55	177	796
05:15 PM	19	145	1	165	26	114	13	153	61	238	26	325	5	123	44	172	815
05:30 PM	15	118	0	133	19	104	19	142	61	249	32	342	4	106	59	169	786
Total Volume	73	565	1	639	88	406	73	567	236	939	121	1296	16	463	224	703	3205
% App. Total	11.4	88.4	0.2		15.5	71.6	12.9		18.2	72.5	9.3		2.3	65.9	31.9		
PHF	.730	.888	.250	.923	.846	.890	.730	.926	.937	.943	.864	.947	.800	.941	.848	.950	.983

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	22	150	0	172	24	91	16	131	51	228	35	314	5	117	67	189
+15 mins.	25	143	0	168	26	114	13	153	63	224	28	315	3	130	60	193
+30 mins.	14	159	0	173	19	104	19	142	61	238	26	325	3	116	66	185
+45 mins.	19	145	1	165	20	138	19	177	61	249	32	342	4	118	55	177
Total Volume	80	597	1	678	89	447	67	603	236	939	121	1296	15	481	248	744
% App. Total	11.8	88.1	0.1		14.8	74.1	11.1		18.2	72.5	9.3		2	64.7	33.3	
PHF	.800	.939	.250	.980	.856	.810	.882	.852	.937	.943	.864	.947	.750	.925	.925	.964

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Passenger Vehicles

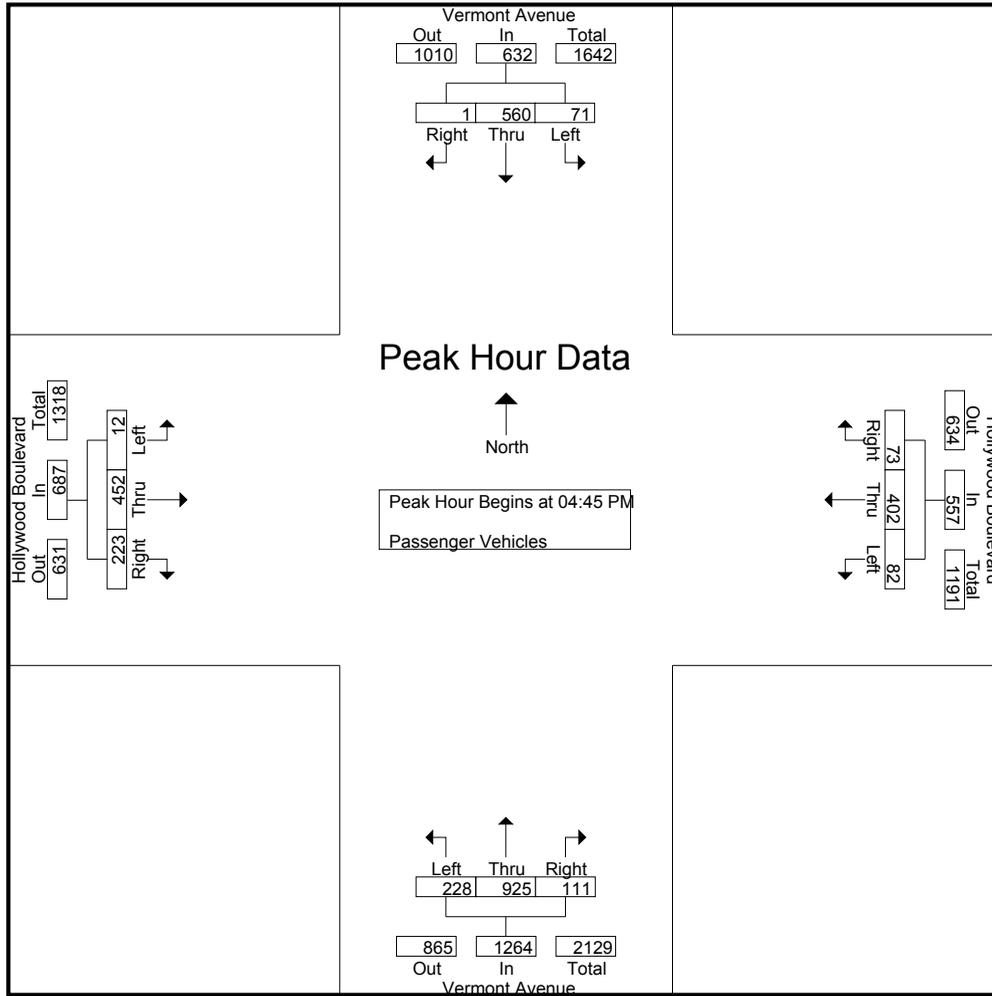
Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	17	133	2	152	13	71	15	99	50	144	17	211	3	73	58	134	596
03:15 PM	21	143	0	164	19	93	15	127	41	168	14	223	2	103	58	163	677
03:30 PM	8	140	0	148	16	71	24	111	43	186	13	242	2	87	42	131	632
03:45 PM	13	138	1	152	19	95	23	137	42	200	26	268	2	94	66	162	719
Total	59	554	3	616	67	330	77	474	176	698	70	944	9	357	224	590	2624
04:00 PM	10	135	0	145	17	105	18	140	42	199	26	267	4	104	56	164	716
04:15 PM	10	150	1	161	11	97	23	131	54	191	16	261	4	114	67	185	738
04:30 PM	22	149	0	171	13	87	22	122	49	190	28	267	2	127	58	187	747
04:45 PM	25	141	0	166	17	96	25	138	49	223	32	304	2	114	66	182	790
Total	67	575	1	643	58	385	88	531	194	803	102	1099	12	459	247	718	2991
05:00 PM	12	157	0	169	24	90	16	130	61	222	24	307	3	113	55	171	777
05:15 PM	19	144	1	164	24	112	13	149	59	233	25	317	4	121	44	169	799
05:30 PM	15	118	0	133	17	104	19	140	59	247	30	336	3	104	58	165	774
05:45 PM	8	130	0	138	18	138	19	175	53	199	22	274	1	93	55	149	736
Total	54	549	1	604	83	444	67	594	232	901	101	1234	11	431	212	654	3086
Grand Total	180	1678	5	1863	208	1159	232	1599	602	2402	273	3277	32	1247	683	1962	8701
Apprch %	9.7	90.1	0.3		13	72.5	14.5		18.4	73.3	8.3		1.6	63.6	34.8		
Total %	2.1	19.3	0.1	21.4	2.4	13.3	2.7	18.4	6.9	27.6	3.1	37.7	0.4	14.3	7.8	22.5	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	25	141	0	166	17	96	25	138	49	223	32	304	2	114	66	182	790
05:00 PM	12	157	0	169	24	90	16	130	61	222	24	307	3	113	55	171	777
05:15 PM	19	144	1	164	24	112	13	149	59	233	25	317	4	121	44	169	799
05:30 PM	15	118	0	133	17	104	19	140	59	247	30	336	3	104	58	165	774
Total Volume	71	560	1	632	82	402	73	557	228	925	111	1264	12	452	223	687	3140
% App. Total	11.2	88.6	0.2		14.7	72.2	13.1		18	73.2	8.8		1.7	65.8	32.5		
PHF	.710	.892	.250	.935	.854	.897	.730	.935	.934	.936	.867	.940	.750	.934	.845	.944	.982

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	25	141	0	166	17	96	25	138	49	223	32	304	2	114	66	182
+15 mins.	12	157	0	169	24	90	16	130	61	222	24	307	3	113	55	171
+30 mins.	19	144	1	164	24	112	13	149	59	233	25	317	4	121	44	169
+45 mins.	15	118	0	133	17	104	19	140	59	247	30	336	3	104	58	165
Total Volume	71	560	1	632	82	402	73	557	228	925	111	1264	12	452	223	687
% App. Total	11.2	88.6	0.2		14.7	72.2	13.1		18	73.2	8.8		1.7	65.8	32.5	
PHF	.710	.892	.250	.935	.854	.897	.730	.935	.934	.936	.867	.940	.750	.934	.845	.944

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Dual Wheeled

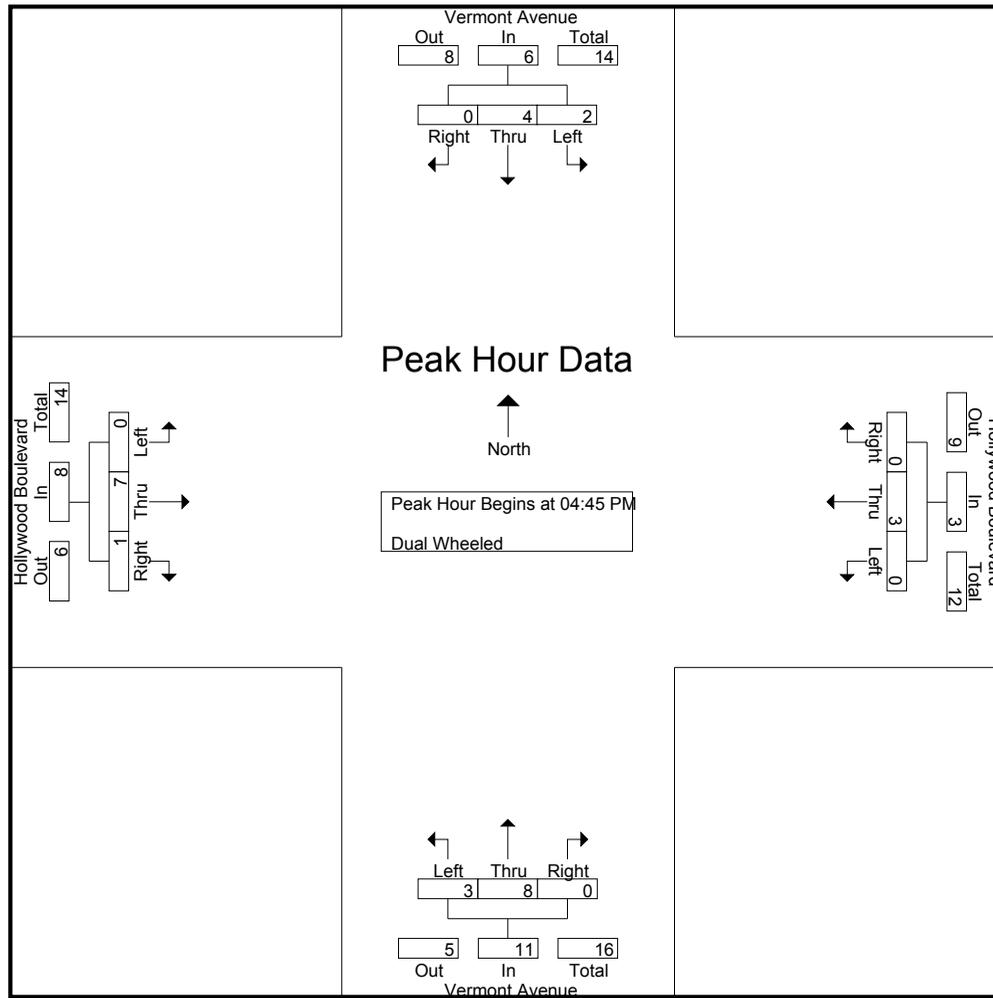
Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	1	0	0	1	0	0	0	0	0	3	0	3	0	2	0	2	6
03:15 PM	0	4	0	4	0	1	0	1	0	1	2	3	0	3	0	3	11
03:30 PM	0	2	0	2	0	1	0	1	1	2	0	3	0	4	1	5	11
03:45 PM	0	2	0	2	0	0	0	0	0	3	1	4	0	4	0	4	10
Total	1	8	0	9	0	2	0	2	1	9	3	13	0	13	1	14	38
04:00 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	1	0	1	4
04:15 PM	0	2	0	2	1	0	0	1	1	1	0	2	0	2	0	2	7
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	1	2	3	6
04:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
Total	0	5	0	5	1	1	0	2	3	6	0	9	0	5	2	7	23
05:00 PM	2	1	0	3	0	1	0	1	1	1	0	2	0	3	0	3	9
05:15 PM	0	1	0	1	0	2	0	2	1	4	0	5	0	1	0	1	9
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
Total	2	3	0	5	0	3	0	3	3	5	2	10	0	6	1	7	25
Grand Total	3	16	0	19	1	6	0	7	7	20	5	32	0	24	4	28	86
Apprch %	15.8	84.2	0		14.3	85.7	0		21.9	62.5	15.6		0	85.7	14.3		
Total %	3.5	18.6	0	22.1	1.2	7	0	8.1	8.1	23.3	5.8	37.2	0	27.9	4.7	32.6	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
05:00 PM	2	1	0	3	0	1	0	1	1	1	0	2	0	3	0	3	9
05:15 PM	0	1	0	1	0	2	0	2	1	4	0	5	0	1	0	1	9
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	4
Total Volume	2	4	0	6	0	3	0	3	3	8	0	11	0	7	1	8	28
% App. Total	33.3	66.7	0		0	100	0		27.3	72.7	0		0	87.5	12.5		
PHF	.250	.500	.000	.500	.000	.375	.000	.375	.750	.500	.000	.550	.000	.583	.250	.667	.778

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1
+15 mins.	2	1	0	3	0	1	0	1	1	1	0	2	0	3	0	3
+30 mins.	0	1	0	1	0	2	0	2	1	4	0	5	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3
Total Volume	2	4	0	6	0	3	0	3	3	8	0	11	0	7	1	8
% App. Total	33.3	66.7	0		0	100	0		27.3	72.7	0		0	87.5	12.5	
PHF	.250	.500	.000	.500	.000	.375	.000	.375	.750	.500	.000	.550	.000	.583	.250	.667

City of Los Angeles
 N/S: Vermont Avenue
 E/W: Hollywood Boulevard
 Weather: Clear

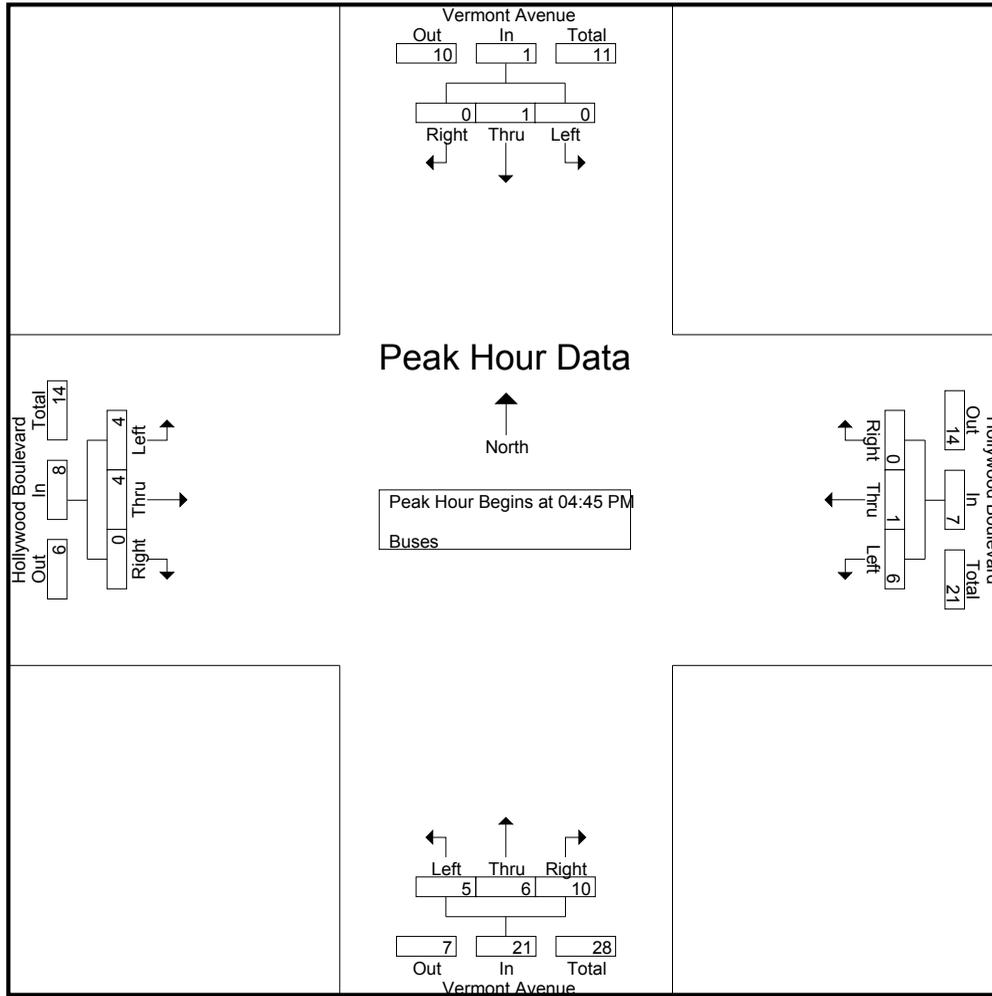
File Name : 02_LAC_Vermont_Hollywood PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Buses

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	1	0	1	2	0	0	2	1	4	3	8	1	1	2	4	15
03:15 PM	0	1	0	1	0	0	0	0	1	3	2	6	1	1	0	2	9
03:30 PM	0	1	0	1	0	0	0	0	2	4	2	8	1	1	1	3	12
03:45 PM	0	1	0	1	3	1	0	4	1	4	3	8	1	3	0	4	17
Total	0	4	0	4	5	1	0	6	5	15	10	30	4	6	3	13	53
04:00 PM	0	0	0	0	1	0	0	1	3	4	3	10	1	1	0	2	13
04:15 PM	0	0	0	0	0	0	0	0	1	4	2	7	1	1	0	2	9
04:30 PM	0	1	0	1	2	1	0	3	1	1	1	3	1	2	0	3	10
04:45 PM	0	0	0	0	2	1	0	3	2	2	3	7	1	1	0	2	12
Total	0	1	0	1	5	2	0	7	7	11	9	27	4	5	0	9	44
05:00 PM	0	1	0	1	0	0	0	0	1	1	4	6	1	2	0	3	10
05:15 PM	0	0	0	0	2	0	0	2	1	1	1	3	1	1	0	2	7
05:30 PM	0	0	0	0	2	0	0	2	1	2	2	5	1	0	0	1	8
05:45 PM	0	1	0	1	2	0	0	2	2	2	1	5	1	3	0	4	12
Total	0	2	0	2	6	0	0	6	5	6	8	19	4	6	0	10	37
Grand Total	0	7	0	7	16	3	0	19	17	32	27	76	12	17	3	32	134
Apprch %	0	100	0		84.2	15.8	0		22.4	42.1	35.5		37.5	53.1	9.4		
Total %	0	5.2	0	5.2	11.9	2.2	0	14.2	12.7	23.9	20.1	56.7	9	12.7	2.2	23.9	

Start Time	Vermont Avenue Southbound				Hollywood Boulevard Westbound				Vermont Avenue Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	2	1	0	3	2	2	3	7	1	1	0	2	12
05:00 PM	0	1	0	1	0	0	0	0	1	1	4	6	1	2	0	3	10
05:15 PM	0	0	0	0	2	0	0	2	1	1	1	3	1	1	0	2	7
05:30 PM	0	0	0	0	2	0	0	2	1	2	2	5	1	0	0	1	8
Total Volume	0	1	0	1	6	1	0	7	5	6	10	21	4	4	0	8	37
% App. Total	0	100	0		85.7	14.3	0		23.8	28.6	47.6		50	50	0		
PHF	.000	.250	.000	.250	.750	.250	.000	.583	.625	.750	.625	.750	1.00	.500	.000	.667	.771

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	2	1	0	3	2	2	3	7	1	1	0	2
+15 mins.	0	1	0	1	0	0	0	0	1	1	4	6	1	2	0	3
+30 mins.	0	0	0	0	2	0	0	2	1	1	1	3	1	1	0	2
+45 mins.	0	0	0	0	2	0	0	2	1	2	2	5	1	0	0	1
Total Volume	0	1	0	1	6	1	0	7	5	6	10	21	4	4	0	8
% App. Total	0	100	0	0	85.7	14.3	0	0	23.8	28.6	47.6	0	50	50	0	0
PHF	.000	.250	.000	.250	.750	.250	.000	.583	.625	.750	.625	.750	1.000	.500	.000	.667



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hillhurst Avenue

East/West Prospect Avenue

Day: Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 22789

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	57	49	29	19
BIKES	19	5	7	16
BUSES	12	31	1	3

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AM PK 15 MIN</i>	137	7.45	256	8.00	71	7.45	92	8.00
<i>PM PK 15 MIN</i>	238	5.30	164	4.30	133	5.15	65	3.15
<i>AM PK HOUR</i>	519	7.30	879	7.30	251	7.30	252	7.30
<i>PM PK HOUR</i>	885	5.00	595	3.00	463	4.30	167	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	372	14	408
8-9	43	412	11	466
9-10	38	389	23	450
3-4	28	676	20	724
4-5	41	694	47	782
5-6	44	796	45	885
TOTAL	216	3339	160	3715

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	641	107	767
8-9	23	620	107	750
9-10	25	545	83	653
3-4	29	497	69	595
4-5	25	459	69	553
5-6	23	426	55	504
TOTAL	144	3188	490	3822

TOTAL

N-S	1175
1216	
1103	
1319	
1335	
1389	
7537	

XING S/L

Ped	Sch
11	5
23	3
12	2
37	8
28	2
38	6
149	26

XING N/L

Ped	Sch
11	4
23	4
13	1
19	11
30	2
17	8
113	30

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	100	35	196
8-9	93	66	46	205
9-10	78	65	25	168
3-4	172	144	49	365
4-5	174	180	42	396
5-6	182	232	47	461
TOTAL	760	787	244	1791

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	123	22	167
8-9	44	162	17	223
9-10	33	99	25	157
3-4	29	100	38	167
4-5	29	84	24	137
5-6	26	96	31	153
TOTAL	183	664	157	1004

TOTAL

E-W	363
428	
325	
532	
533	
614	
2795	

XING W/L

Ped	Sch
14	3
17	1
23	2
35	0
32	0
44	1
165	7

XING E/L

Ped	Sch
8	0
21	0
25	1
39	10
52	2
33	4
178	17

City of Los Angeles
 Department of Transportation
BICYCLE COUNT SUMMARY

STREET:

North/South: Hillhurst Avenue

East/West: Prospect Avenue

Day: Tuesday

Date: 10/8/2019

Weather: CLEAR

School Day: Yes

District: Hollywood

I/S Code: 22789

Hours: 7-10 AM, 3-6 PM

Staff: CUI

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	4	0	4
9-10	0	1	0	1
3-4	0	3	0	3
4-5	0	5	1	6
5-6	0	4	0	4
TOTAL	0	18	1	19

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	1	0	0	1	2
8-9	0	0	0	0	4
9-10	1	0	0	1	2
3-4	0	1	0	1	4
4-5	0	1	0	1	7
5-6	0	1	0	1	5
TOTAL	2	3	0	5	24

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	2	0	2
9-10	0	2	0	2
3-4	0	0	0	0
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	0	7	0	7

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	1
8-9	0	0	1	1	3
9-10	1	1	0	2	4
3-4	1	1	0	2	2
4-5	0	6	0	6	7
5-6	4	0	1	5	6
TOTAL	6	8	2	16	23

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	2	2
- No helmet riders	6	6	6	9	27
- Sidewalk Riding	4	7	4	5	20
- Wrong way riding	2	5	2	5	14

NB: Northbound, **SB:** Southbound, **EB:** Eastbound, **WB:** Westbound, **I/S:** Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Hillhurst Avenue				
East/West:	Prospect Avenue				
Day:	Tuesday	Date:	10/8/2019	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	22789
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	5	3	1	3	12
7:15-7:30	1	2	4	4	11
7:30-7:45	3	6	1	4	14
7:45-8:00	6	5	2	6	19
8:00-8:15	4	4	3	4	15
8:15-8:30	5	12	7	2	26
8:30-8:45	7	2	6	3	18
8:45-9:00	11	8	5	9	33
9:00-9:15	4	3	8	6	21
9:15-9:30	2	3	7	4	16
9:30-9:45	2	2	4	12	20
9:45-10:00	6	6	7	3	22

Hours

7 - 8	15	16	8	17	56
8 - 9	27	26	21	18	92
9 - 10	14	14	26	25	79
TOTAL	56	56	55	60	227

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	3	9	10	8	30
3:15-3:30	13	11	14	12	50
3:30-3:45	10	9	11	7	37
3:45-4:00	4	16	14	8	42
4:00-4:15	8	7	11	6	32
4:15-4:30	10	8	20	12	50
4:30-4:45	7	8	9	6	30
4:45-5:00	7	7	14	8	36
5:00-5:15	5	5	7	13	30
5:15-5:30	5	16	8	15	44
5:30-5:45	12	8	10	9	39
5:45-6:00	3	15	12	8	38

Hours

3 - 4	30	45	49	35	159
4 - 5	32	30	54	32	148
5 - 6	25	44	37	45	151
TOTAL	87	119	140	112	458

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
7	13	5	5	30

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

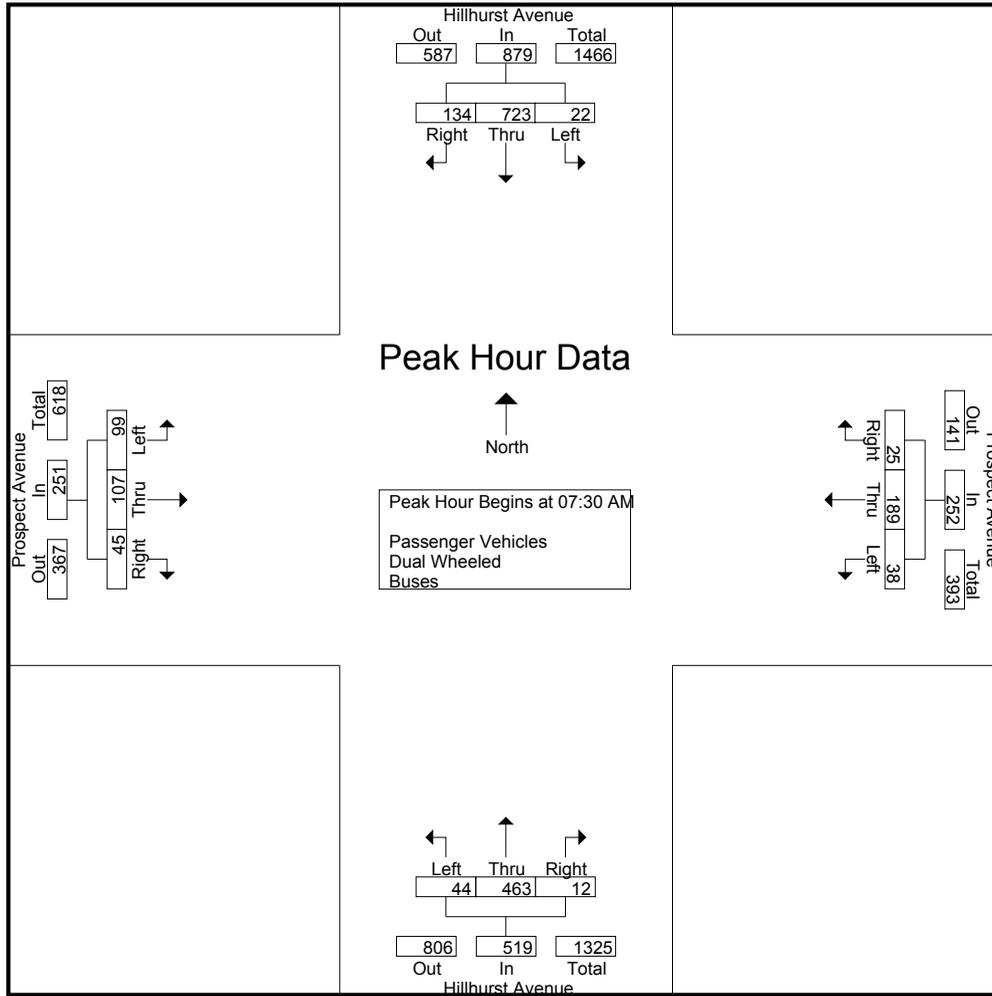
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	129	25	160	2	16	2	20	4	50	3	57	11	14	5	30	267
07:15 AM	4	138	20	162	4	20	5	29	5	77	3	85	14	19	9	42	318
07:30 AM	4	166	31	201	7	36	7	50	4	121	4	129	18	25	10	53	433
07:45 AM	5	208	31	244	9	51	8	68	9	124	4	137	18	42	11	71	520
Total	19	641	107	767	22	123	22	167	22	372	14	408	61	100	35	196	1538
08:00 AM	7	200	49	256	12	72	8	92	17	105	3	125	28	21	13	62	535
08:15 AM	6	149	23	178	10	30	2	42	14	113	1	128	35	19	11	65	413
08:30 AM	2	149	18	169	11	29	7	47	10	83	6	99	16	16	6	38	353
08:45 AM	8	122	17	147	11	31	0	42	2	111	1	114	14	10	16	40	343
Total	23	620	107	750	44	162	17	223	43	412	11	466	93	66	46	205	1644
09:00 AM	4	129	26	159	11	30	7	48	7	89	6	102	21	17	5	43	352
09:15 AM	7	124	20	151	6	30	8	44	9	85	4	98	22	17	9	48	341
09:30 AM	5	143	21	169	6	23	5	34	10	113	9	132	17	19	5	41	376
09:45 AM	9	149	16	174	10	16	5	31	12	102	4	118	18	12	6	36	359
Total	25	545	83	653	33	99	25	157	38	389	23	450	78	65	25	168	1428
Grand Total	67	1806	297	2170	99	384	64	547	103	1173	48	1324	232	231	106	569	4610
Apprch %	3.1	83.2	13.7		18.1	70.2	11.7		7.8	88.6	3.6		40.8	40.6	18.6		
Total %	1.5	39.2	6.4	47.1	2.1	8.3	1.4	11.9	2.2	25.4	1	28.7	5	5	2.3	12.3	
Passenger Vehicles	63	1767	294	2124	94	380	61	535	101	1139	47	1287	226	229	101	556	4502
% Passenger Vehicles	94	97.8	99	97.9	94.9	99	95.3	97.8	98.1	97.1	97.9	97.2	97.4	99.1	95.3	97.7	97.7
Dual Wheeled	4	27	3	34	5	4	3	12	2	26	1	29	5	2	5	12	87
% Dual Wheeled	6	1.5	1	1.6	5.1	1	4.7	2.2	1.9	2.2	2.1	2.2	2.2	0.9	4.7	2.1	1.9
Buses	0	12	0	12	0	0	0	0	0	8	0	8	1	0	0	1	21
% Buses	0	0.7	0	0.6	0	0	0	0	0	0.7	0	0.6	0.4	0	0	0.2	0.5

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	166	31	201	7	36	7	50	4	121	4	129	18	25	10	53	433
07:45 AM	5	208	31	244	9	51	8	68	9	124	4	137	18	42	11	71	520
08:00 AM	7	200	49	256	12	72	8	92	17	105	3	125	28	21	13	62	535
08:15 AM	6	149	23	178	10	30	2	42	14	113	1	128	35	19	11	65	413
Total Volume	22	723	134	879	38	189	25	252	44	463	12	519	99	107	45	251	1901
% App. Total	2.5	82.3	15.2		15.1	75	9.9		8.5	89.2	2.3		39.4	42.6	17.9		
PHF	.786	.869	.684	.858	.792	.656	.781	.685	.647	.933	.750	.947	.707	.637	.865	.884	.888

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM							
+0 mins.	4	166	31	201	7	36	7	50	4	121	4	129	18	25	10	53
+15 mins.	5	208	31	244	9	51	8	68	9	124	4	137	18	42	11	71
+30 mins.	7	200	49	256	12	72	8	92	17	105	3	125	28	21	13	62
+45 mins.	6	149	23	178	10	30	2	42	14	113	1	128	35	19	11	65
Total Volume	22	723	134	879	38	189	25	252	44	463	12	519	99	107	45	251
% App. Total	2.5	82.3	15.2		15.1	75	9.9		8.5	89.2	2.3		39.4	42.6	17.9	
PHF	.786	.869	.684	.858	.792	.656	.781	.685	.647	.933	.750	.947	.707	.637	.865	.884

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Passenger Vehicles

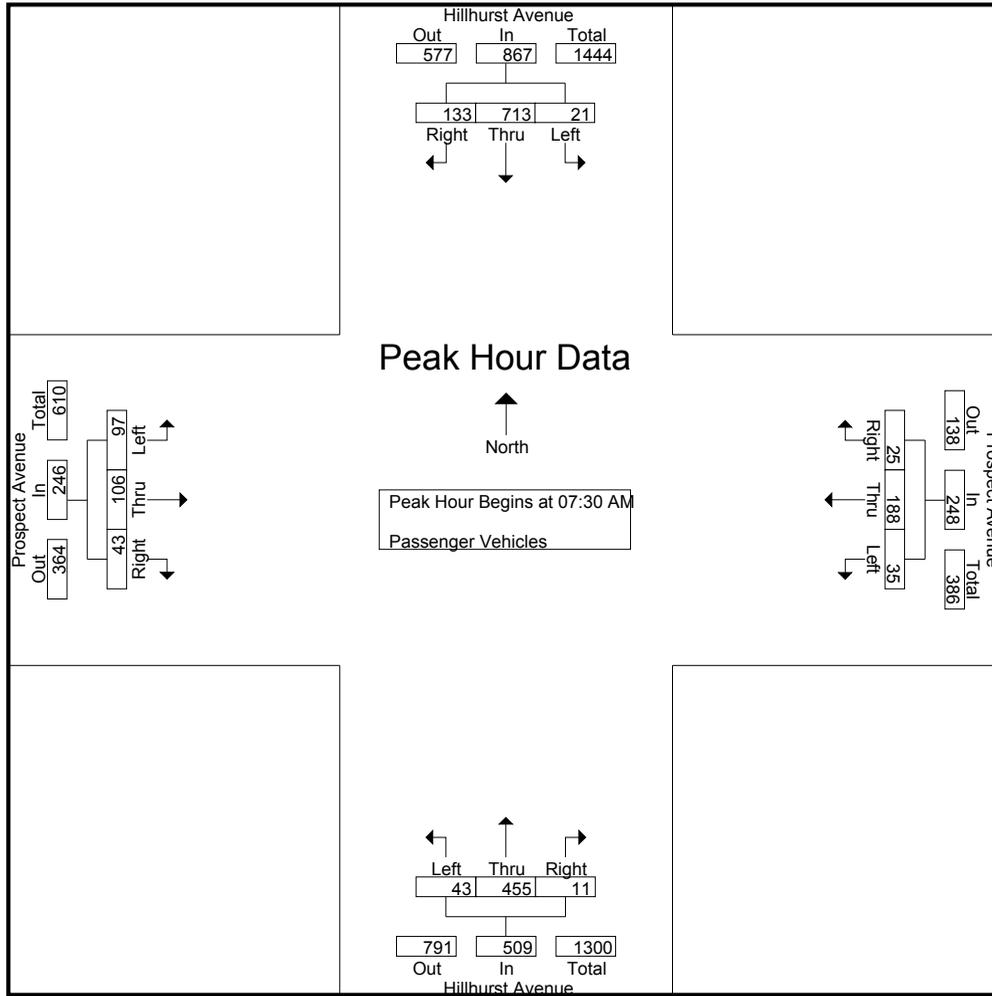
Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	127	25	157	2	15	2	19	4	47	3	54	10	14	5	29	259
07:15 AM	4	135	19	158	4	20	4	28	5	73	3	81	14	19	8	41	308
07:30 AM	4	164	31	199	4	35	7	46	4	121	4	129	17	25	10	52	426
07:45 AM	5	206	31	242	9	51	8	68	9	122	4	135	18	41	11	70	515
Total	18	632	106	756	19	121	21	161	22	363	14	399	59	99	34	192	1508
08:00 AM	7	197	49	253	12	72	8	92	17	103	2	122	28	21	12	61	528
08:15 AM	5	146	22	173	10	30	2	42	13	109	1	123	34	19	10	63	401
08:30 AM	2	146	17	165	11	29	6	46	9	79	6	94	16	16	6	38	343
08:45 AM	6	120	17	143	11	31	0	42	2	108	1	111	14	9	14	37	333
Total	20	609	105	734	44	162	16	222	41	399	10	450	92	65	42	199	1605
09:00 AM	4	127	26	157	11	29	7	47	7	84	6	97	21	17	5	43	344
09:15 AM	7	122	20	149	5	29	8	42	9	82	4	95	19	17	9	45	331
09:30 AM	5	138	21	164	6	23	4	33	10	111	9	130	17	19	5	41	368
09:45 AM	9	139	16	164	9	16	5	30	12	100	4	116	18	12	6	36	346
Total	25	526	83	634	31	97	24	152	38	377	23	438	75	65	25	165	1389
Grand Total	63	1767	294	2124	94	380	61	535	101	1139	47	1287	226	229	101	556	4502
Apprch %	3	83.2	13.8		17.6	71	11.4		7.8	88.5	3.7		40.6	41.2	18.2		
Total %	1.4	39.2	6.5	47.2	2.1	8.4	1.4	11.9	2.2	25.3	1	28.6	5	5.1	2.2	12.4	

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	4	164	31	199	4	35	7	46	4	121	4	129	17	25	10	52	426
07:45 AM	5	206	31	242	9	51	8	68	9	122	4	135	18	41	11	70	515
08:00 AM	7	197	49	253	12	72	8	92	17	103	2	122	28	21	12	61	528
08:15 AM	5	146	22	173	10	30	2	42	13	109	1	123	34	19	10	63	401
Total Volume	21	713	133	867	35	188	25	248	43	455	11	509	97	106	43	246	1870
% App. Total	2.4	82.2	15.3		14.1	75.8	10.1		8.4	89.4	2.2		39.4	43.1	17.5		
PHF	.750	.865	.679	.857	.729	.653	.781	.674	.632	.932	.688	.943	.713	.646	.896	.879	.885

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	164	31	199	4	35	7	46	4	121	4	129	17	25	10	52
+15 mins.	5	206	31	242	9	51	8	68	9	122	4	135	18	41	11	70
+30 mins.	7	197	49	253	12	72	8	92	17	103	2	122	28	21	12	61
+45 mins.	5	146	22	173	10	30	2	42	13	109	1	123	34	19	10	63
Total Volume	21	713	133	867	35	188	25	248	43	455	11	509	97	106	43	246
% App. Total	2.4	82.2	15.3		14.1	75.8	10.1		8.4	89.4	2.2		39.4	43.1	17.5	
PHF	.750	.865	.679	.857	.729	.653	.781	.674	.632	.932	.688	.943	.713	.646	.896	.879

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Dual Wheeled

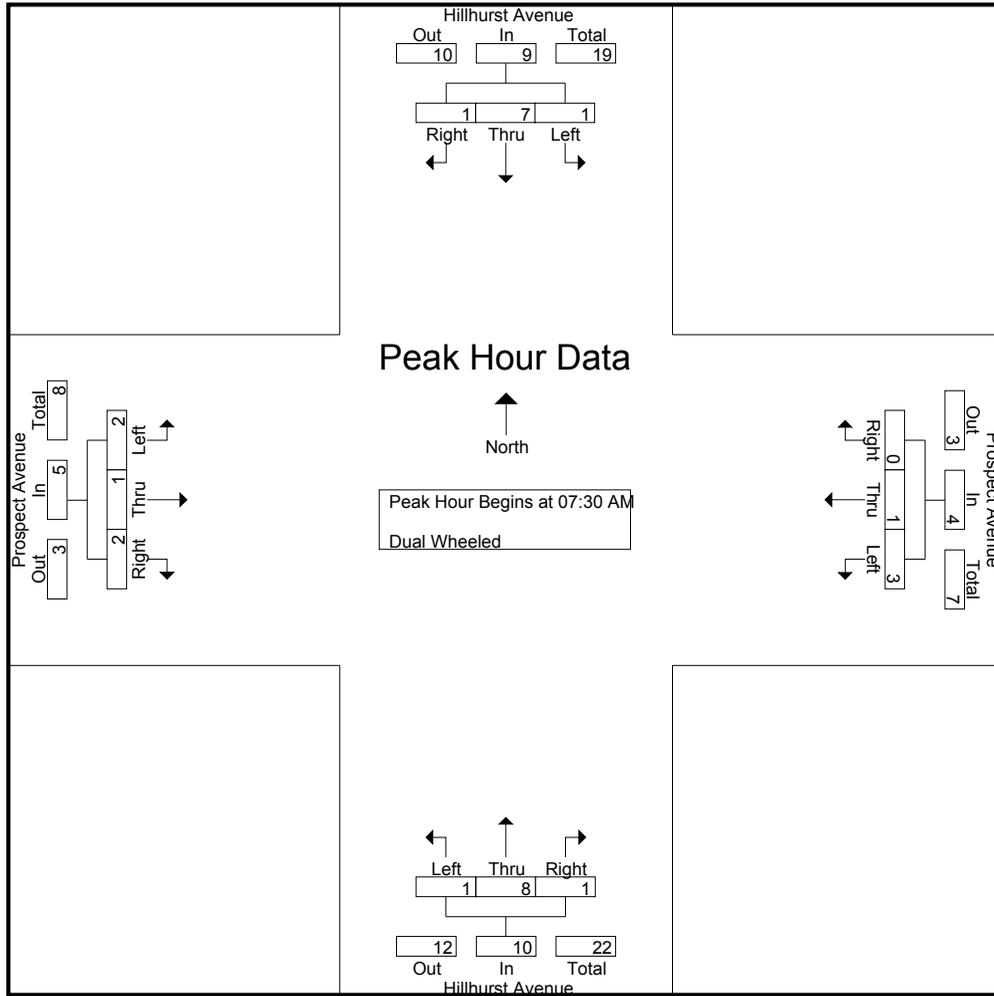
Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
07:15 AM	0	2	1	3	0	0	1	1	0	2	0	2	0	0	1	1	7
07:30 AM	0	1	0	1	3	1	0	4	0	0	0	0	1	0	0	1	6
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
Total	1	5	1	7	3	2	1	6	0	5	0	5	1	1	1	3	21
08:00 AM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1	6
08:15 AM	1	3	1	5	0	0	0	0	1	4	0	5	1	0	1	2	12
08:30 AM	0	1	1	2	0	0	1	1	1	4	0	5	0	0	0	0	8
08:45 AM	2	1	0	3	0	0	0	0	0	3	0	3	0	1	2	3	9
Total	3	7	2	12	0	0	1	1	2	13	1	16	1	1	4	6	35
09:00 AM	0	1	0	1	0	1	0	1	0	4	0	4	0	0	0	0	6
09:15 AM	0	2	0	2	1	1	0	2	0	2	0	2	3	0	0	3	9
09:30 AM	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0	7
09:45 AM	0	8	0	8	1	0	0	1	0	0	0	0	0	0	0	0	9
Total	0	15	0	15	2	2	1	5	0	8	0	8	3	0	0	3	31
Grand Total	4	27	3	34	5	4	3	12	2	26	1	29	5	2	5	12	87
Apprch %	11.8	79.4	8.8		41.7	33.3	25		6.9	89.7	3.4		41.7	16.7	41.7		
Total %	4.6	31	3.4	39.1	5.7	4.6	3.4	13.8	2.3	29.9	1.1	33.3	5.7	2.3	5.7	13.8	

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	1	0	1	3	1	0	4	0	0	0	0	1	0	0	1	6
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:00 AM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1	6
08:15 AM	1	3	1	5	0	0	0	0	1	4	0	5	1	0	1	2	12
Total Volume	1	7	1	9	3	1	0	4	1	8	1	10	2	1	2	5	28
% App. Total	11.1	77.8	11.1		75	25	0		10	80	10		40	20	40		
PHF	.250	.583	.250	.450	.250	.250	.000	.250	.250	.500	.250	.500	.500	.250	.500	.625	.583

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
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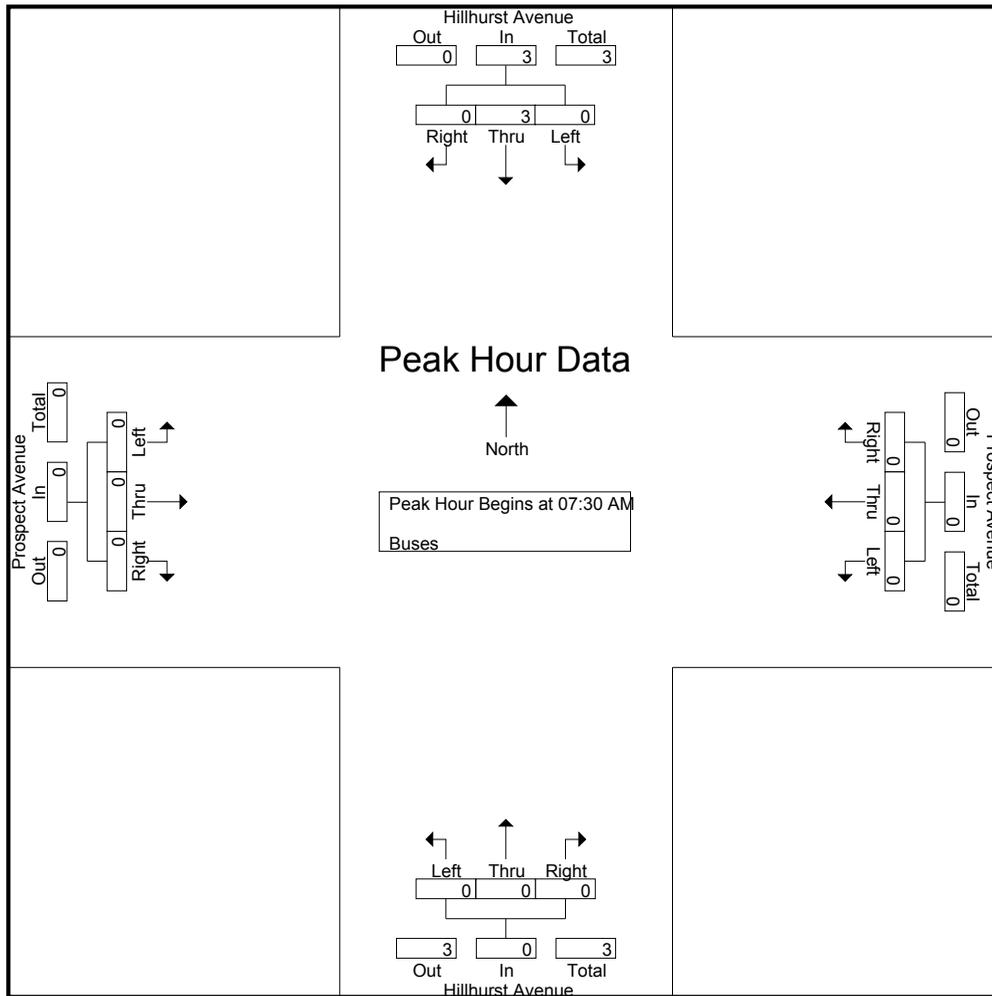


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	3	1	0	4	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1
+30 mins.	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1
+45 mins.	1	3	1	5	0	0	0	0	1	4	0	5	1	0	1	2
Total Volume	1	7	1	9	3	1	0	4	1	8	1	10	2	1	2	5
% App. Total	11.1	77.8	11.1		75	25	0		10	80	10		40	20	40	
PHF	.250	.583	.250	.450	.250	.250	.000	.250	.250	.500	.250	.500	.500	.250	.500	.625

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
 Site Code : 99919717
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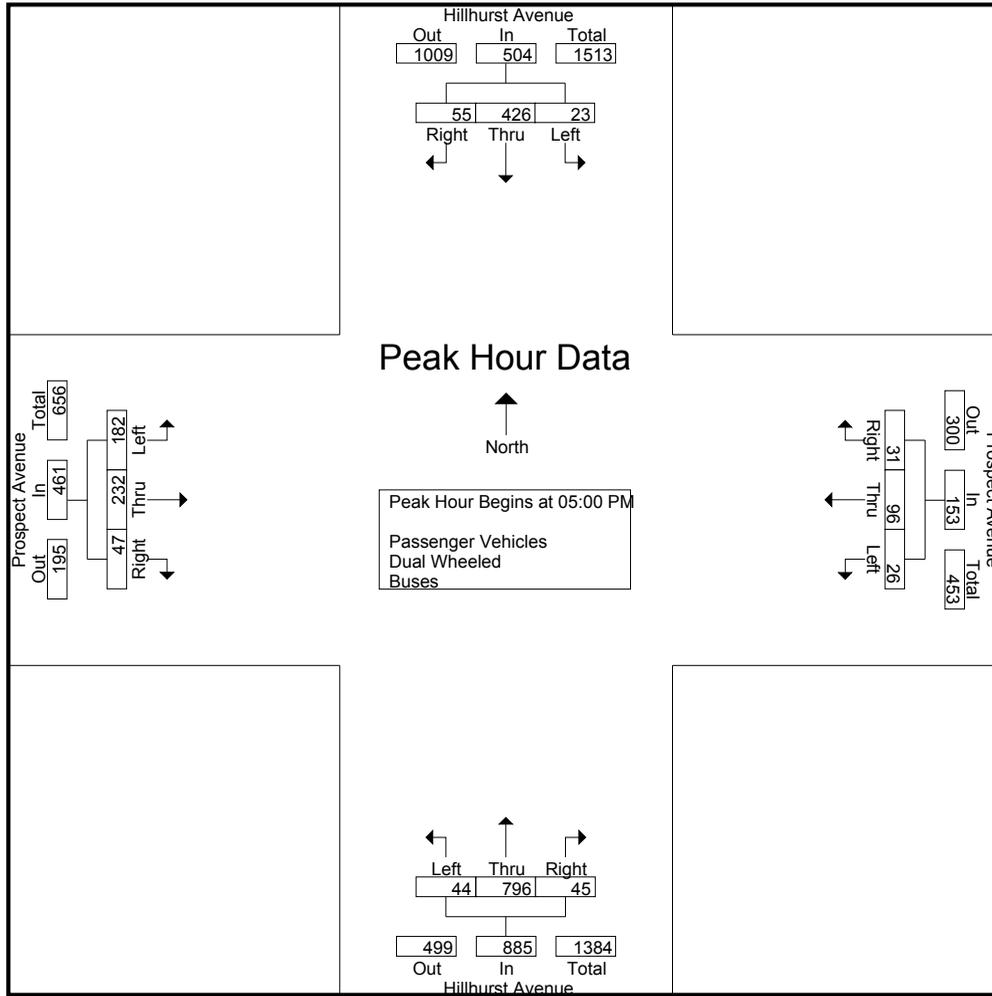
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	6	131	19	156	8	17	11	36	3	150	4	157	35	34	14	83	432
03:15 PM	7	142	14	163	13	36	16	65	11	184	3	198	33	42	10	85	511
03:30 PM	8	106	20	134	2	23	3	28	8	161	6	175	48	35	15	98	435
03:45 PM	8	118	16	142	6	24	8	38	6	181	7	194	56	33	10	99	473
Total	29	497	69	595	29	100	38	167	28	676	20	724	172	144	49	365	1851
04:00 PM	4	107	13	124	5	23	6	34	14	150	7	171	35	44	10	89	418
04:15 PM	6	92	21	119	11	25	7	43	14	187	13	214	44	45	9	98	474
04:30 PM	10	138	16	164	5	18	7	30	5	169	10	184	47	43	6	96	474
04:45 PM	5	122	19	146	8	18	4	30	8	188	17	213	48	48	17	113	502
Total	25	459	69	553	29	84	24	137	41	694	47	782	174	180	42	396	1868
05:00 PM	6	95	10	111	6	20	6	32	9	191	7	207	40	67	14	121	471
05:15 PM	9	118	15	142	9	19	9	37	13	183	12	208	41	76	16	133	520
05:30 PM	4	111	13	128	7	23	8	38	9	213	16	238	49	35	6	90	494
05:45 PM	4	102	17	123	4	34	8	46	13	209	10	232	52	54	11	117	518
Total	23	426	55	504	26	96	31	153	44	796	45	885	182	232	47	461	2003
Grand Total	77	1382	193	1652	84	280	93	457	113	2166	112	2391	528	556	138	1222	5722
Apprch %	4.7	83.7	11.7		18.4	61.3	20.4		4.7	90.6	4.7		43.2	45.5	11.3		
Total %	1.3	24.2	3.4	28.9	1.5	4.9	1.6	8	2	37.9	2	41.8	9.2	9.7	2.4	21.4	
Passenger Vehicles	77	1349	192	1618	80	275	92	447	112	2136	111	2359	525	550	130	1205	5629
% Passenger Vehicles	100	97.6	99.5	97.9	95.2	98.2	98.9	97.8	99.1	98.6	99.1	98.7	99.4	98.9	94.2	98.6	98.4
Dual Wheeled	0	14	1	15	2	4	1	7	1	26	1	28	3	6	8	17	67
% Dual Wheeled	0	1	0.5	0.9	2.4	1.4	1.1	1.5	0.9	1.2	0.9	1.2	0.6	1.1	5.8	1.4	1.2
Buses	0	19	0	19	2	1	0	3	0	4	0	4	0	0	0	0	26
% Buses	0	1.4	0	1.2	2.4	0.4	0	0.7	0	0.2	0	0.2	0	0	0	0	0.5

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	95	10	111	6	20	6	32	9	191	7	207	40	67	14	121	471
05:15 PM	9	118	15	142	9	19	9	37	13	183	12	208	41	76	16	133	520
05:30 PM	4	111	13	128	7	23	8	38	9	213	16	238	49	35	6	90	494
05:45 PM	4	102	17	123	4	34	8	46	13	209	10	232	52	54	11	117	518
Total Volume	23	426	55	504	26	96	31	153	44	796	45	885	182	232	47	461	2003
% App. Total	4.6	84.5	10.9		17	62.7	20.3		5	89.9	5.1		39.5	50.3	10.2		
PHF	.639	.903	.809	.887	.722	.706	.861	.832	.846	.934	.703	.930	.875	.763	.734	.867	.963

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				05:00 PM				04:30 PM			
+0 mins.	6	131	19	156	8	17	11	36	9	191	7	207	47	43	6	96
+15 mins.	7	142	14	163	13	36	16	65	13	183	12	208	48	48	17	113
+30 mins.	8	106	20	134	2	23	3	28	9	213	16	238	40	67	14	121
+45 mins.	8	118	16	142	6	24	8	38	13	209	10	232	41	76	16	133
Total Volume	29	497	69	595	29	100	38	167	44	796	45	885	176	234	53	463
% App. Total	4.9	83.5	11.6		17.4	59.9	22.8		5	89.9	5.1		38	50.5	11.4	
PHF	.906	.875	.863	.913	.558	.694	.594	.642	.846	.934	.703	.930	.917	.770	.779	.870

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

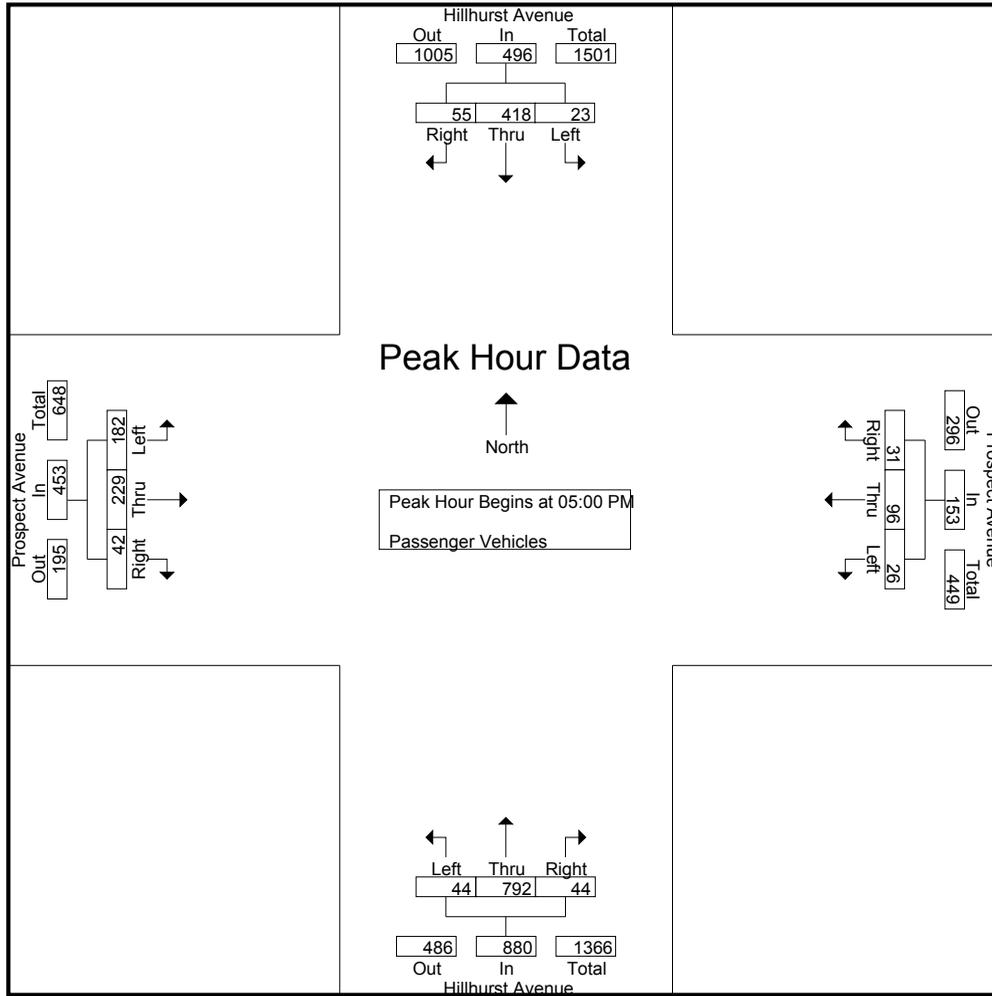
Groups Printed- Passenger Vehicles

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	6	128	19	153	7	17	11	35	3	145	4	152	34	33	14	81	421
03:15 PM	7	140	14	161	11	34	15	60	11	181	3	195	32	41	10	83	499
03:30 PM	8	101	20	129	2	22	3	27	8	155	6	169	48	35	14	97	422
03:45 PM	8	115	16	139	6	24	8	38	6	175	7	188	56	33	10	99	464
Total	29	484	69	582	26	97	37	160	28	656	20	704	170	142	48	360	1806
04:00 PM	4	103	12	119	5	23	6	34	13	148	7	168	34	43	10	87	408
04:15 PM	6	91	21	118	11	25	7	43	14	187	13	214	44	45	8	97	472
04:30 PM	10	133	16	159	4	17	7	28	5	166	10	181	47	43	6	96	464
04:45 PM	5	120	19	144	8	17	4	29	8	187	17	212	48	48	16	112	497
Total	25	447	68	540	28	82	24	134	40	688	47	775	173	179	40	392	1841
05:00 PM	6	95	10	111	6	20	6	32	9	191	7	207	40	67	13	120	470
05:15 PM	9	116	15	140	9	19	9	37	13	182	12	207	41	73	14	128	512
05:30 PM	4	108	13	125	7	23	8	38	9	211	15	235	49	35	5	89	487
05:45 PM	4	99	17	120	4	34	8	46	13	208	10	231	52	54	10	116	513
Total	23	418	55	496	26	96	31	153	44	792	44	880	182	229	42	453	1982
Grand Total	77	1349	192	1618	80	275	92	447	112	2136	111	2359	525	550	130	1205	5629
Apprch %	4.8	83.4	11.9		17.9	61.5	20.6		4.7	90.5	4.7		43.6	45.6	10.8		
Total %	1.4	24	3.4	28.7	1.4	4.9	1.6	7.9	2	37.9	2	41.9	9.3	9.8	2.3	21.4	

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	95	10	111	6	20	6	32	9	191	7	207	40	67	13	120	470
05:15 PM	9	116	15	140	9	19	9	37	13	182	12	207	41	73	14	128	512
05:30 PM	4	108	13	125	7	23	8	38	9	211	15	235	49	35	5	89	487
05:45 PM	4	99	17	120	4	34	8	46	13	208	10	231	52	54	10	116	513
Total Volume	23	418	55	496	26	96	31	153	44	792	44	880	182	229	42	453	1982
% App. Total	4.6	84.3	11.1		17	62.7	20.3		5	90	5		40.2	50.6	9.3		
PHF	.639	.901	.809	.886	.722	.706	.861	.832	.846	.938	.733	.936	.875	.784	.750	.885	.966

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	6	95	10	111	6	20	6	32	9	191	7	207	40	67	13	120
+15 mins.	9	116	15	140	9	19	9	37	13	182	12	207	41	73	14	128
+30 mins.	4	108	13	125	7	23	8	38	9	211	15	235	49	35	5	89
+45 mins.	4	99	17	120	4	34	8	46	13	208	10	231	52	54	10	116
Total Volume	23	418	55	496	26	96	31	153	44	792	44	880	182	229	42	453
% App. Total	4.6	84.3	11.1		17	62.7	20.3		5	90	5		40.2	50.6	9.3	
PHF	.639	.901	.809	.886	.722	.706	.861	.832	.846	.938	.733	.936	.875	.784	.750	.885

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
 Site Code : 99919717
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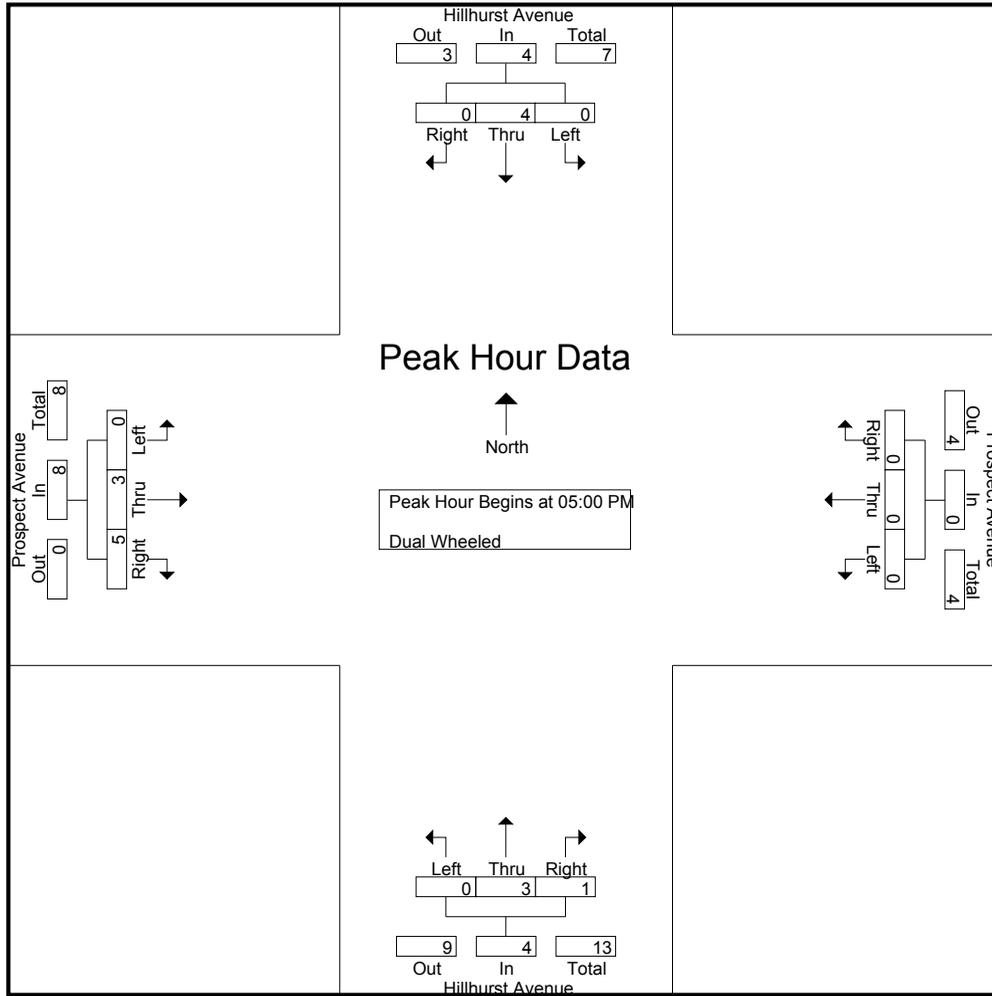
Groups Printed- Dual Wheeled

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	2	0	2	1	0	0	1	0	5	0	5	1	1	0	2	10
03:15 PM	0	0	0	0	0	1	1	2	0	1	0	1	1	1	0	2	5
03:30 PM	0	1	0	1	0	1	0	1	0	6	0	6	0	0	1	1	9
03:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Total	0	5	0	5	1	2	1	4	0	17	0	17	2	2	1	5	31
04:00 PM	0	3	1	4	0	0	0	0	1	2	0	3	1	1	0	2	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	2	0	2	1	1	0	2	0	3	0	3	0	0	0	0	7
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
Total	0	5	1	6	1	2	0	3	1	6	0	7	1	1	2	4	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	2	5	6
05:30 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1	6
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	4	0	4	0	0	0	0	0	3	1	4	0	3	5	8	16
Grand Total	0	14	1	15	2	4	1	7	1	26	1	28	3	6	8	17	67
Apprch %	0	93.3	6.7		28.6	57.1	14.3		3.6	92.9	3.6		17.6	35.3	47.1		
Total %	0	20.9	1.5	22.4	3	6	1.5	10.4	1.5	38.8	1.5	41.8	4.5	9	11.9	25.4	

Start Time	Hillhurst Avenue Southbound				Prospect Avenue Westbound				Hillhurst Avenue Northbound				Prospect Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	2	5	6
05:30 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1	6
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	0	4	0	4	0	0	0	0	0	3	1	4	0	3	5	8	16
% App. Total	0	100	0		0	0	0		0	75	25		0	37.5	62.5		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.250	.333	.000	.250	.625	.400	.667

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
 Site Code : 99919717
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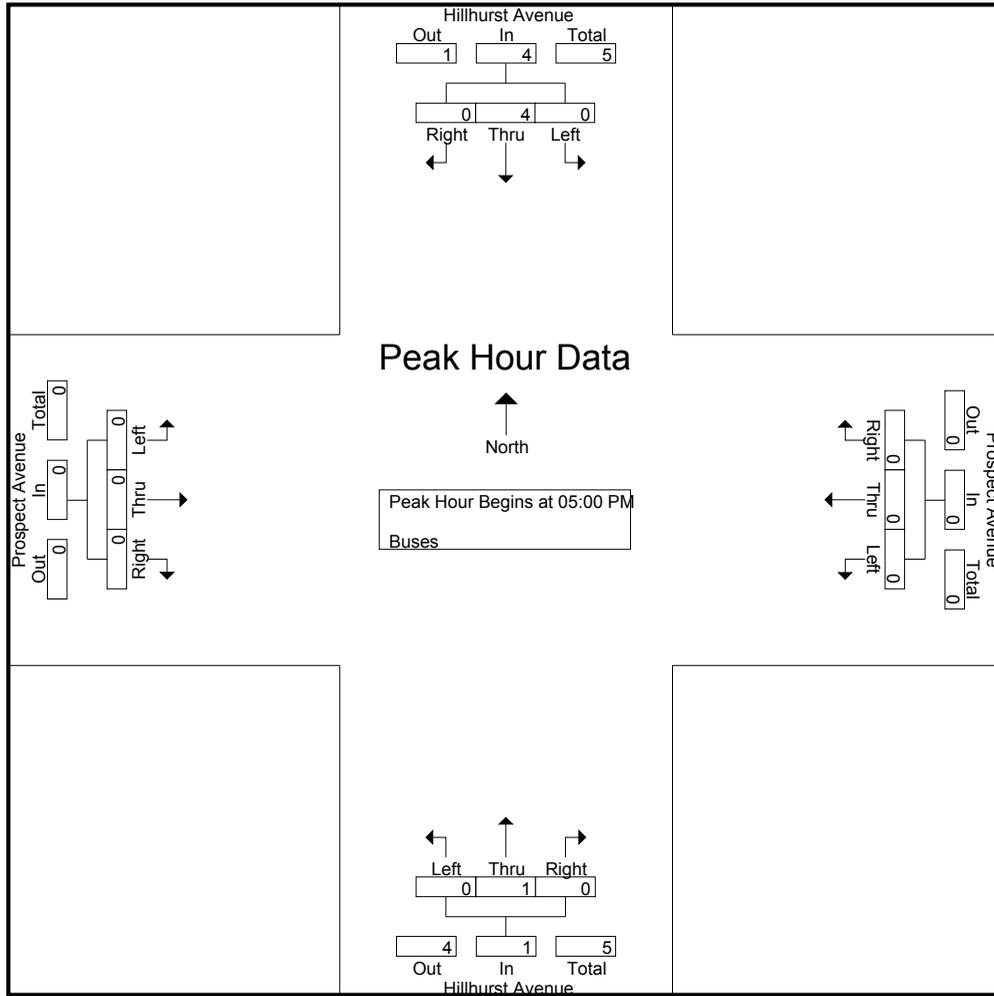


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	3	2	5
+30 mins.	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	4	0	4	0	0	0	0	0	3	1	4	0	3	5	8
% App. Total	0	100	0		0	0	0		0	75	25		0	37.5	62.5	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.250	.333	.000	.250	.625	.400

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

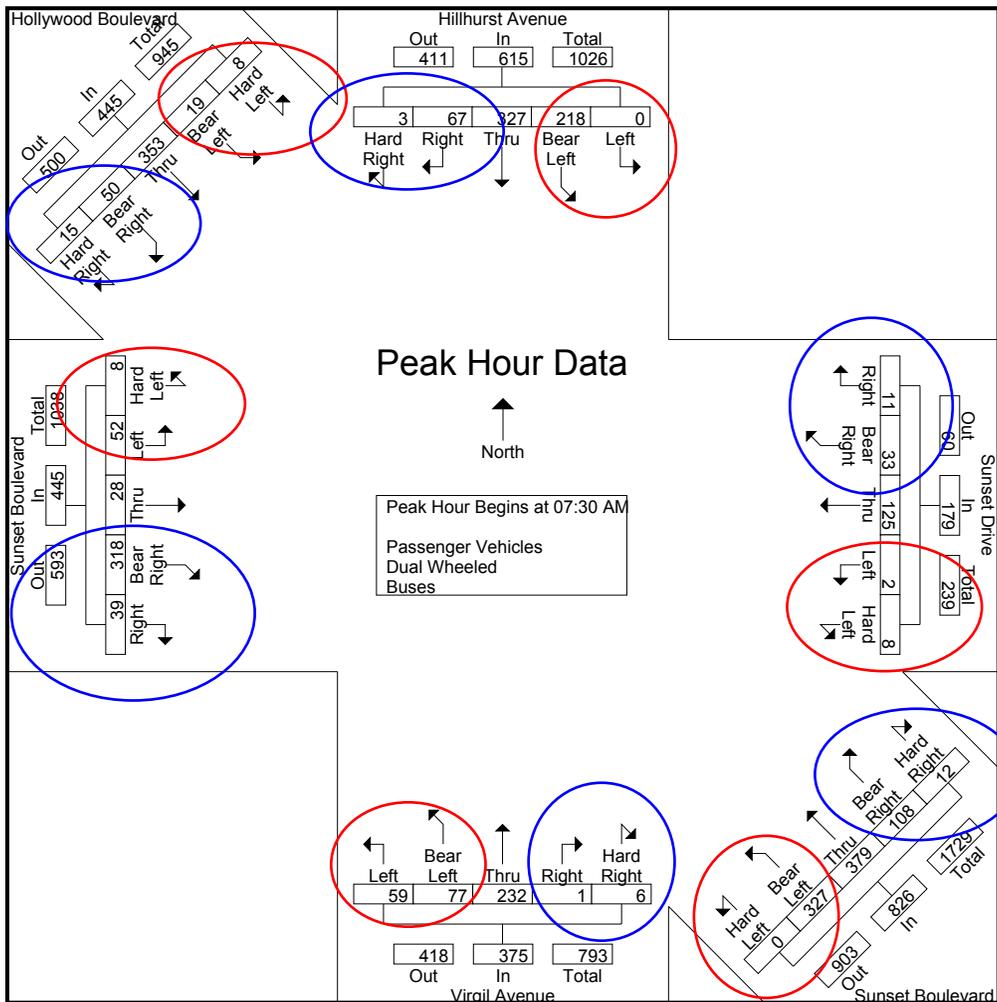
City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total	
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total		
07:00 AM	1	34	55	17	4	111	0	0	14	7	1	22	0	84	74	16	1	175	13	13	51	1	2	80	3	8	5	78	4	98	2	2	55	17	2	78	564	
07:15 AM	1	46	58	8	2	115	0	2	10	4	2	18	0	85	74	15	3	177	14	17	55	3	1	90	6	7	2	53	9	77	1	3	50	12	5	71	548	
07:30 AM	0	52	82	14	1	149	0	0	22	13	0	35	0	85	85	19	5	194	19	21	65	0	2	107	2	11	6	63	7	89	1	3	77	13	3	97	671	
07:45 AM	0	43	81	19	1	144	3	1	44	9	4	61	0	79	91	29	1	200	19	19	47	1	0	86	0	13	12	79	14	118	1	6	101	20	2	130	739	
Total	2	175	276	58	8	519	3	3	90	33	7	136	0	333	324	79	10	746	65	70	218	5	5	363	11	39	25	273	34	382	5	14	283	62	12	376	2522	
08:00 AM	0	67	94	17	0	178	4	1	47	8	4	64	0	78	101	30	4	213	9	17	67	0	2	95	5	11	5	101	12	134	5	9	79	8	3	104	788	
08:15 AM	0	56	70	17	1	144	1	0	12	3	3	19	0	85	102	30	2	219	12	20	53	0	2	87	1	17	5	75	6	104	1	1	96	9	7	114	687	
08:30 AM	1	43	56	17	5	122	1	2	13	1	2	19	0	88	91	25	6	210	6	7	27	2	2	44	2	4	3	45	2	56	2	10	79	9	3	103	554	
08:45 AM	1	41	45	9	1	97	0	2	15	6	0	23	0	78	77	43	1	199	17	12	61	3	0	93	3	11	5	47	7	73	2	7	68	16	3	96	581	
Total	2	207	265	60	7	541	6	5	87	18	9	125	0	329	371	128	13	841	44	56	208	5	6	319	11	43	18	268	27	367	10	27	322	42	16	417	2610	
09:00 AM	0	54	60	15	0	129	1	0	6	4	0	11	0	64	76	30	1	171	14	13	81	1	5	114	2	7	17	70	7	103	1	0	75	13	4	93	621	
09:15 AM	0	42	44	11	6	103	2	1	11	3	1	18	0	84	77	28	1	190	12	20	67	3	0	102	0	8	22	64	7	101	2	1	75	20	4	102	616	
09:30 AM	0	50	59	18	5	132	0	2	14	8	0	24	0	73	93	28	2	196	17	12	48	2	1	80	2	8	5	82	7	104	6	0	54	12	2	74	610	
09:45 AM	0	58	52	19	9	138	2	0	11	6	1	20	0	72	73	37	5	187	20	10	69	2	0	101	1	12	3	64	3	83	3	3	71	7	3	87	616	
Total	0	204	215	63	20	502	5	3	42	21	2	73	0	293	319	123	9	744	63	55	265	8	6	397	5	35	47	280	24	391	12	4	275	52	13	356	2463	
Grand Total	4	586	756	181	35	1562	14	11	219	72	18	334	0	955	1014	330	32	2331	172	181	691	18	17	1079	27	117	90	821	85	1140	27	45	880	156	41	1149	7595	
Apprch %	0.3	37.5	48.4	11.6	2.2		4.2	3.3	65.6	21.6	5.4		0	41	43.5	14.2	1.4		15.9	16.8	64	1.7	1.6		2.4	10.3	7.9	72	7.5		2.3	3.9	76.6	13.6	3.6			
Total %	0.1	7.7	10	2.4	0.5	20.6	0.2	0.1	2.9	0.9	0.2	4.4	0	12.6	13.4	4.3	0.4	30.7	2.3	2.4	9.1	0.2	0.2	14.2	0.4	1.5	1.2	10.8	1.1	15	0.4	0.6	11.6	2.1	0.5	15.1		
Passenger Vehicles	4	575	743	168	33	1523	14	11	219	71	17	332	0	907	980	314	32	2233	166	175	675	18	16	1050	9	108	87	779	79	1062	24	44	853	144	13	1078	7278	
% Passenger Vehicles	100	98.1	98.3	92.8	94.3	97.5	100	100	100	98.6	94.4	99.4	0	95	96.6	95.2	100	95.8	96.5	96.7	97.7	100	94.1	97.3	33.3	92.3	96.7	94.9	92.9	93.2	88.9	97.8	96.9	92.3	31.7	93.8	95.8	
Dual Wheeled	0	11	12	3	1	27	0	0	0	1	1	2	0	20	33	14	0	67	3	6	12	0	1	22	3	8	1	22	1	35	1	0	24	1	1	27	180	
% Dual Wheeled	0	1.9	1.6	1.7	2.9	1.7	0	0	0	1.4	5.6	0.6	0	2.1	3.3	4.2	0	2.9	1.7	3.3	1.7	0	5.9	2	11.1	6.8	1.1	2.7	1.2	3.1	3.7	0	2.7	0.6	2.4	2.3	2.4	
Buses	0	0	1	10	1	12	0	0	0	0	0	0	0	28	1	2	0	31	3	0	4	0	0	7	15	1	2	20	5	43	2	1	3	11	27	44	137	
% Buses	0	0	0.1	5.5	2.9	0.8	0	0	0	0	0	0	0	2.9	0.1	0.6	0	1.3	1.7	0	0.6	0	0	0.6	55.6	0.9	2.2	2.4	5.9	3.8	7.4	2.2	0.3	7.1	65.9	3.8	1.8	

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 07:30 AM																																					
07:30 AM	0	52	82	14	1	149	0	0	22	13	0	35	0	85	85	19	5	194	19	21	65	0	2	107	2	11	6	63	7	89	1	3	77	13	3	97	671
07:45 AM	0	43	81	19	1	144	3	1	44	9	4	61	0	79	91	29	1	200	19	19	47	1	0	86	0	13	12	79	14	118	1	6	101	20	2	130	739
08:00 AM	0	67	94	17	0	178	4	1	47	8	4	64	0	78	101	30	4	213	9	17	67	0	2	95	5	11	5	101	12	134	5	9	79	8	3	104	788
08:15 AM	0	56	70	17	1	144	1	0	12	3	3	19	0	85	102	30	2	219	12	20	53	0	2	87	1	17	5	75	6	104	1	1	96	9	7	114	687
Total Volume	0	218	327	67	3	615	8	2	125	33	11	179	0	327	379	108	12	826	59	77	232	1	6	375	8	52	28	318	39	445	8	19	353	50	15	445	2885
% App. Total	0	35.4	53.2	10.9	0.5		4.5	1.1	69.8	18.4	6.1		0	39.6	45.9	13.1	1.5		15.7	20.5	61.9	0.3	1.6		1.8	11.7	6.3	71.5	8.8		1.8	4.3	79.3	11.2	3.4		
PHF	.000	.813	.870	.882	.750	.864	.500	.500	.665	.635	.688	.699	.000	.962	.929	.900	.600	.943	.776	.917	.866	.250	.750	.876	.400	.765	.583	.787	.696	.830	.400	.528	.874	.625	.536	.856	.915



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

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Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM						07:30 AM						07:45 AM						09:00 AM						07:30 AM						07:45 AM					
+0 mins.	0	52	82	14	1	149	0	0	22	13	0	35	0	79	91	29	1	200	14	13	81	1	5	114	2	11	6	63	7	89	1	6	101	20	2	130
+15 mins.	0	43	81	19	1	144	3	1	44	9	4	61	0	78	101	30	4	213	12	20	67	3	0	102	0	13	12	79	14	118	5	9	79	8	3	104
+30 mins.	0	67	94	17	0	178	4	1	47	8	4	64	0	85	102	30	2	219	17	12	48	2	1	80	5	11	5	101	12	134	1	1	96	9	7	114
+45 mins.	0	56	70	17	1	144	1	0	12	3	3	19	0	88	91	25	6	210	20	10	69	2	0	101	1	17	5	75	6	104	2	10	79	9	3	103
Total Volume	0	218	327	67	3	615	8	2	125	33	11	179	0	330	385	114	13	842	63	55	265	8	6	397	8	52	28	318	39	445	9	26	355	46	15	451
% App. Total	0	35.4	53.2	10.9	0.5		4.5	1.1	69.8	18.4	6.1		0	39.2	45.7	13.5	1.5		15.9	13.9	66.8	2	1.5		1.8	11.7	6.3	71.5	8.8		2	5.8	78.7	10.2	3.3	
PHF	.000	.813	.870	.882	.750	.864	.500	.500	.665	.635	.688	.699	.000	.938	.944	.950	.542	.961	.788	.688	.818	.667	.300	.871	.400	.765	.583	.787	.696	.830	.450	.650	.879	.575	.536	.867

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
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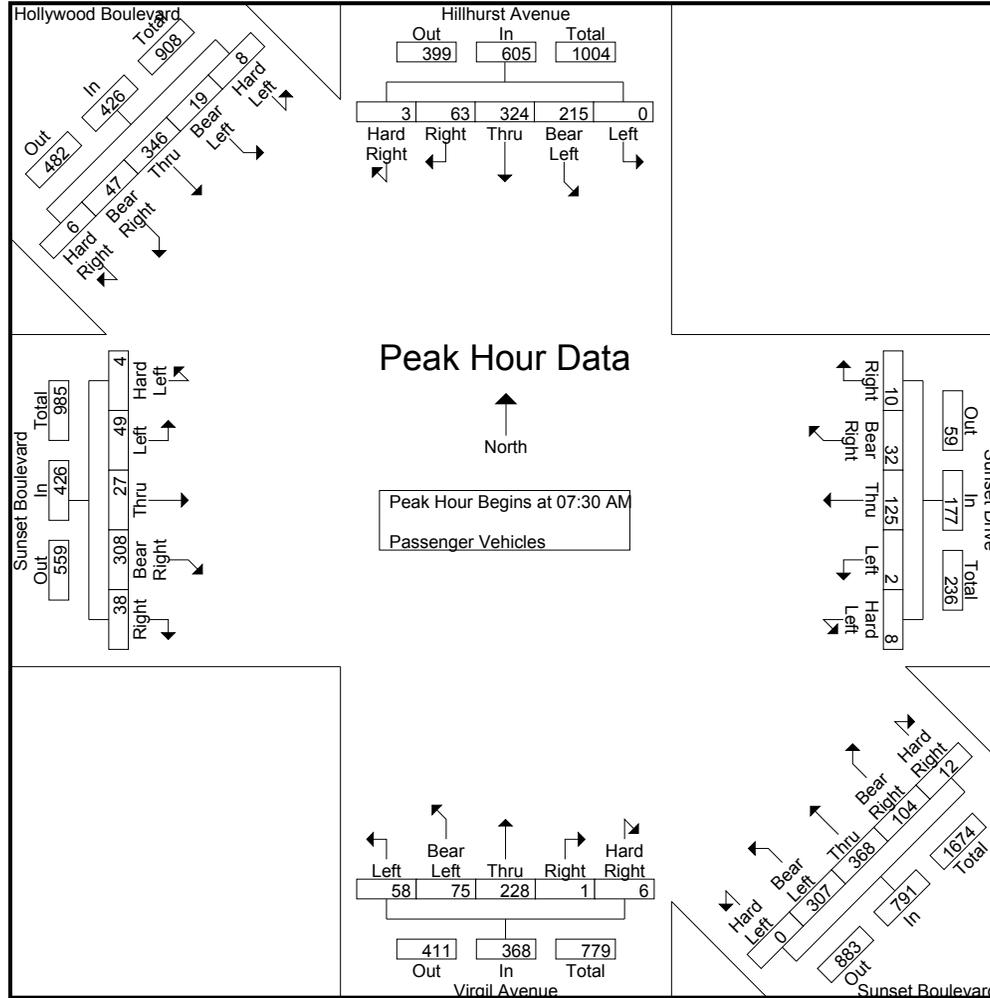
Groups Printed- Passenger Vehicles

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	
07:00 AM	1	33	54	16	3	107	0	0	14	7	1	22	0	81	72	16	1	170	13	13	50	1	2	79	0	7	5	74	4	90	1	2	54	16	0	73	541
07:15 AM	1	46	55	8	2	112	0	2	10	4	2	18	0	78	72	12	3	165	13	17	55	3	1	89	2	6	2	51	8	69	1	3	48	10	3	65	518
07:30 AM	0	51	81	13	1	146	0	0	22	12	0	34	0	78	83	19	5	185	19	20	63	0	2	104	2	11	5	61	7	86	1	3	77	12	1	94	649
07:45 AM	0	42	81	18	1	142	3	1	44	9	3	60	0	76	89	28	1	194	19	18	46	1	0	84	0	12	12	76	13	113	1	6	99	18	0	124	717
Total	2	172	271	55	7	507	3	3	90	32	6	134	0	313	316	75	10	714	64	68	214	5	5	356	4	36	24	262	32	358	4	14	278	56	4	356	2425
08:00 AM	0	66	92	16	0	174	4	1	47	8	4	64	0	73	96	29	4	202	9	17	66	0	2	94	2	10	5	99	12	128	5	9	76	8	2	100	762
08:15 AM	0	56	70	16	1	143	1	0	12	3	3	19	0	80	100	28	2	210	11	20	53	0	2	86	0	16	5	72	6	99	1	1	94	9	3	108	665
08:30 AM	1	43	55	15	5	119	1	2	13	1	2	19	0	85	88	25	6	204	5	6	25	2	2	40	0	4	2	42	1	49	1	10	78	8	1	98	529
08:45 AM	1	39	45	8	1	94	0	2	15	6	0	23	0	72	75	40	1	188	16	11	58	3	0	88	2	10	5	44	6	67	2	6	66	15	0	89	549
Total	2	204	262	55	7	530	6	5	87	18	9	125	0	310	359	122	13	804	41	54	202	5	6	308	4	40	17	257	25	343	9	26	314	40	6	395	2505
09:00 AM	0	54	58	14	0	126	1	0	6	4	0	11	0	60	72	27	1	160	14	13	80	1	4	112	0	7	17	68	5	97	1	0	73	11	0	85	591
09:15 AM	0	40	44	11	6	101	2	1	11	3	1	18	0	82	73	26	1	182	11	20	66	3	0	100	0	7	22	59	7	95	2	1	71	20	2	96	592
09:30 AM	0	49	58	16	5	128	0	2	14	8	0	24	0	72	88	28	2	190	16	11	47	2	1	77	1	7	4	75	7	94	5	0	52	10	0	67	580
09:45 AM	0	56	50	17	8	131	2	0	11	6	1	20	0	70	72	36	5	183	20	9	66	2	0	97	0	11	3	58	3	75	3	3	65	7	1	79	585
Total	0	199	210	58	19	486	5	3	42	21	2	73	0	284	305	117	9	715	61	53	259	8	5	386	1	32	46	260	22	361	11	4	261	48	3	327	2348
Grand Total	4	575	743	168	33	1523	14	11	219	71	17	332	0	907	980	314	32	2233	166	175	675	18	16	1050	9	108	87	779	79	1062	24	44	853	144	13	1078	7278
Apprch %	0.3	37.8	48.8	11	2.2		4.2	3.3	66	21.4	5.1		0	40.6	43.9	14.1	1.4		15.8	16.7	64.3	1.7	1.5		0.8	10.2	8.2	73.4	7.4		2.2	4.1	79.1	13.4	1.2		
Total %	0.1	7.9	10.2	2.3	0.5	20.9	0.2	0.2	3	1	0.2	4.6	0	12.5	13.5	4.3	0.4	30.7	2.3	2.4	9.3	0.2	0.2	14.4	0.1	1.5	1.2	10.7	1.1	14.6	0.3	0.6	11.7	2	0.2	14.8	

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	
07:30 AM	0	51	81	13	1	146	0	0	22	12	0	34	0	78	83	19	5	185	19	20	63	0	2	104	2	11	5	61	7	86	1	3	77	12	1	94	649
07:45 AM	0	42	81	18	1	142	3	1	44	9	3	60	0	76	89	28	1	194	19	18	46	1	0	84	0	12	12	76	13	113	1	6	99	18	0	124	717
08:00 AM	0	66	92	16	0	174	4	1	47	8	4	64	0	73	96	29	4	202	9	17	66	0	2	94	2	10	5	99	12	128	5	9	76	8	2	100	762
08:15 AM	0	56	70	16	1	143	1	0	12	3	3	19	0	80	100	28	2	210	11	20	53	0	2	86	0	16	5	72	6	99	1	1	94	9	3	108	665
Total Volume	0	215	324	63	3	605	8	2	125	32	10	177	0	307	368	104	12	791	58	75	228	1	6	368	4	49	27	308	38	426	8	19	346	47	6	426	2793
% App. Total	0	35.5	53.6	10.4	0.5		4.5	1.1	70.6	18.1	5.6		0	38.8	46.5	13.1	1.5		15.8	20.4	62	0.3	1.6		0.9	11.5	6.3	72.3	8.9		1.9	4.5	81.2	11	1.4		
PHF	.000	.814	.880	.875	.750	.869	.500	.500	.665	.667	.625	.691	.000	.959	.920	.897	.600	.942	.763	.938	.864	.250	.750	.885	.500	.766	.563	.778	.731	.832	.400	.528	.874	.653	.500	.859	.916

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
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Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM						07:30 AM						07:30 AM						07:30 AM						07:30 AM											
+0 mins.	0	51	81	13	1	146	0	0	22	12	0	34	0	78	83	19	5	185	19	20	63	0	2	104	2	11	5	61	7	86	1	3	77	12	1	94
+15 mins.	0	42	81	18	1	142	3	1	44	9	3	60	0	76	89	28	1	194	19	18	46	1	0	84	0	12	12	76	13	113	1	6	99	18	0	124
+30 mins.	0	66	92	16	0	174	4	1	47	8	4	64	0	73	96	29	4	202	9	17	66	0	2	94	2	10	5	99	12	128	5	9	76	8	2	100
+45 mins.	0	56	70	16	1	143	1	0	12	3	3	19	0	80	100	28	2	210	11	20	53	0	2	86	0	16	5	72	6	99	1	1	94	9	3	108
Total Volume	0	215	324	63	3	605	8	2	125	32	10	177	0	307	368	104	12	791	58	75	228	1	6	368	4	49	27	308	38	426	8	19	346	47	6	426
% App. Total	0	35.5	53.6	10.4	0.5		4.5	1.1	70.6	18.1	5.6		0	38.8	46.5	13.1	1.5	15.8	20.4	62	0.3	1.6		0.9	11.5	6.3	72.3	8.9		1.9	4.5	81.2	11	1.4		
PHF	.000	.814	.880	.875	.750	.869	.500	.500	.665	.667	.625	.691	.000	.959	.920	.897	.600	.942	.763	.938	.864	.250	.750	.885	.500	.766	.563	.778	.731	.832	.400	.528	.874	.653	.500	.859

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	
07:00 AM	0	1	1	0	1	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	1	1	0	2	0	4	1	0	1	0	0	2	12
07:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	3	2	2	0	7	0	0	0	0	0	0	1	0	0	2	1	4	0	0	1	0	0	1	14
07:30 AM	0	1	1	0	0	2	0	0	0	1	0	1	0	3	2	0	5	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	1	1	2	13	
07:45 AM	0	1	0	0	0	1	0	0	0	0	1	1	0	1	1	1	3	0	1	0	0	0	1	0	1	0	3	0	4	0	0	1	0	0	1	11	
Total	0	3	4	0	1	8	0	0	0	1	1	2	0	7	7	3	17	0	2	3	0	0	5	2	2	0	7	1	12	1	0	3	1	1	6	50	
08:00 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	2	5	1	8	0	0	1	0	0	1	0	1	0	1	0	2	0	0	3	0	0	3	17	
08:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	2	2	7	1	0	0	0	0	1	0	1	0	1	0	2	0	0	2	0	0	2	13	
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	4	0	1	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0	0	8	
08:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	2	3	8	1	1	2	0	0	4	0	1	0	3	0	4	0	0	2	0	0	2	20	
Total	0	3	3	1	0	7	0	0	0	0	0	0	0	9	12	6	27	2	2	3	0	0	7	1	3	0	6	0	10	0	0	7	0	0	7	58	
09:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	4	3	9	0	0	1	0	1	2	0	0	0	1	0	1	0	0	2	0	0	2	16	
09:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	4	2	7	1	0	1	0	0	2	0	1	0	3	0	4	0	0	4	0	0	4	19	
09:30 AM	0	1	1	1	0	3	0	0	0	0	0	0	0	0	5	0	5	0	1	1	0	0	2	0	1	1	4	0	6	0	0	2	0	0	2	18	
09:45 AM	0	2	2	1	0	5	0	0	0	0	0	0	0	1	1	0	2	0	1	3	0	0	4	0	1	0	1	0	2	0	0	6	0	0	6	19	
Total	0	5	5	2	0	12	0	0	0	0	0	0	0	4	14	5	23	1	2	6	0	1	10	0	3	1	9	0	13	0	0	14	0	0	14	72	
Grand Total	0	11	12	3	1	27	0	0	0	1	1	2	0	20	33	14	67	3	6	12	0	1	22	3	8	1	22	1	35	1	0	24	1	1	27	180	
Apprch %	0	40.7	44.4	11.1	3.7		0	0	0	50	50		0	29.9	49.3	20.9	0	13.6	27.3	54.5	0	4.5	8.6	22.9	2.9	62.9	2.9		3.7	0	88.9	3.7	3.7				
Total %	0	6.1	6.7	1.7	0.6	15	0	0	0	0.6	0.6	1.1	0	11.1	18.3	7.8	37.2	1.7	3.3	6.7	0	0.6	12.2	1.7	4.4	0.6	12.2	0.6	19.4	0.6	0	13.3	0.6	0.6	15		

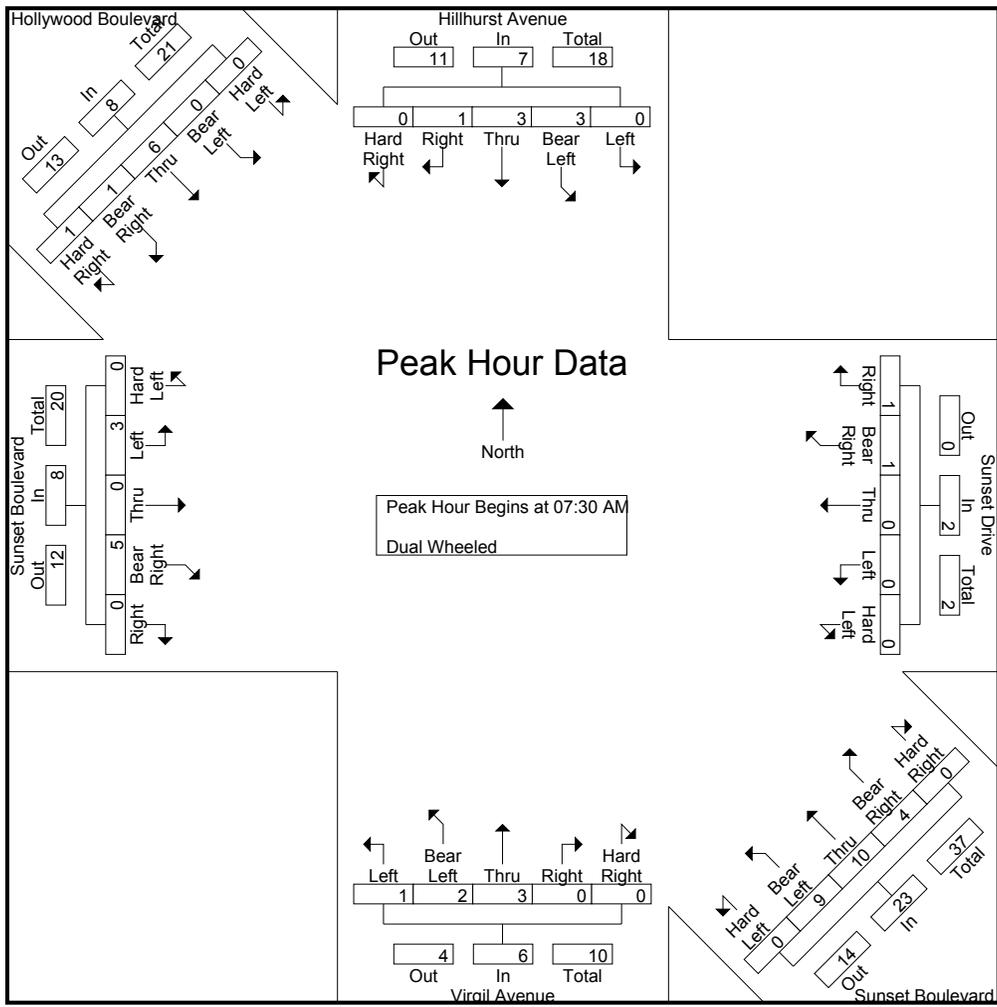
Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	
07:30 AM	0	1	1	0	0	2	0	0	0	1	0	1	0	3	2	0	5	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	2	13
07:45 AM	0	1	0	0	0	1	0	0	0	0	1	1	0	1	1	1	3	0	1	0	0	0	1	0	1	0	3	0	4	0	0	1	0	0	1	11	
08:00 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	2	5	1	8	0	0	1	0	0	1	0	1	0	1	0	2	0	0	3	0	0	3	17	
08:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	2	2	7	1	0	0	0	0	1	0	1	0	1	0	2	0	0	2	0	0	2	13	
Total Volume	0	3	3	1	0	7	0	0	0	1	1	2	0	9	10	4	23	1	2	3	0	0	6	0	3	0	5	0	8	0	0	6	1	1	8	54	
% App. Total	0	42.9	42.9	14.3	0		0	0	0	50	50		0	39.1	43.5	17.4	0	16.7	33.3	50	0	0		0	37.5	0	62.5	0		0	0	75	12.5	12.5			
PHF	.000	.750	.375	.250	.000	.583	.000	.000	.000	.250	.250	.500	.000	.750	.500	.000	.719	.250	.500	.375	.000	.000	.500	.000	.750	.000	.417	.000	.500	.000	.000	.500	.250	.250	.667	.794	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 3

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM						07:30 AM						07:30 AM						07:30 AM						07:30 AM											
+0 mins.	0	1	1	0	0	2	0	0	0	1	0	1	0	3	2	0	0	5	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	1	1	2
+15 mins.	0	1	0	0	0	1	0	0	0	0	1	1	0	1	1	1	0	3	0	1	0	0	0	1	0	1	0	3	0	4	0	0	1	0	0	1
+30 mins.	0	1	2	0	0	3	0	0	0	0	0	0	0	2	5	1	0	8	0	0	1	0	0	1	0	1	0	1	0	2	0	0	3	0	0	3
+45 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	3	2	2	0	7	1	0	0	0	0	1	0	1	0	1	0	2	0	0	2	0	0	2
Total Volume	0	3	3	1	0	7	0	0	0	1	1	2	0	9	10	4	0	23	1	2	3	0	0	6	0	3	0	5	0	8	0	0	6	1	1	8
% App. Total	0	42.9	42.9	14.3	0		0	0	0	50	50		0	39.1	43.5	17.4	0		16.7	33.3	50	0	0		0	37.5	0	62.5	0		0	0	75	12.5	12.5	
PHF	.000	.750	.375	.250	.000	.583	.000	.000	.000	.250	.250	.500	.000	.750	.500	.500	.000	.719	.250	.500	.375	.000	.000	.500	.000	.750	.000	.417	.000	.500	.000	.000	.500	.250	.250	.667

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Buses

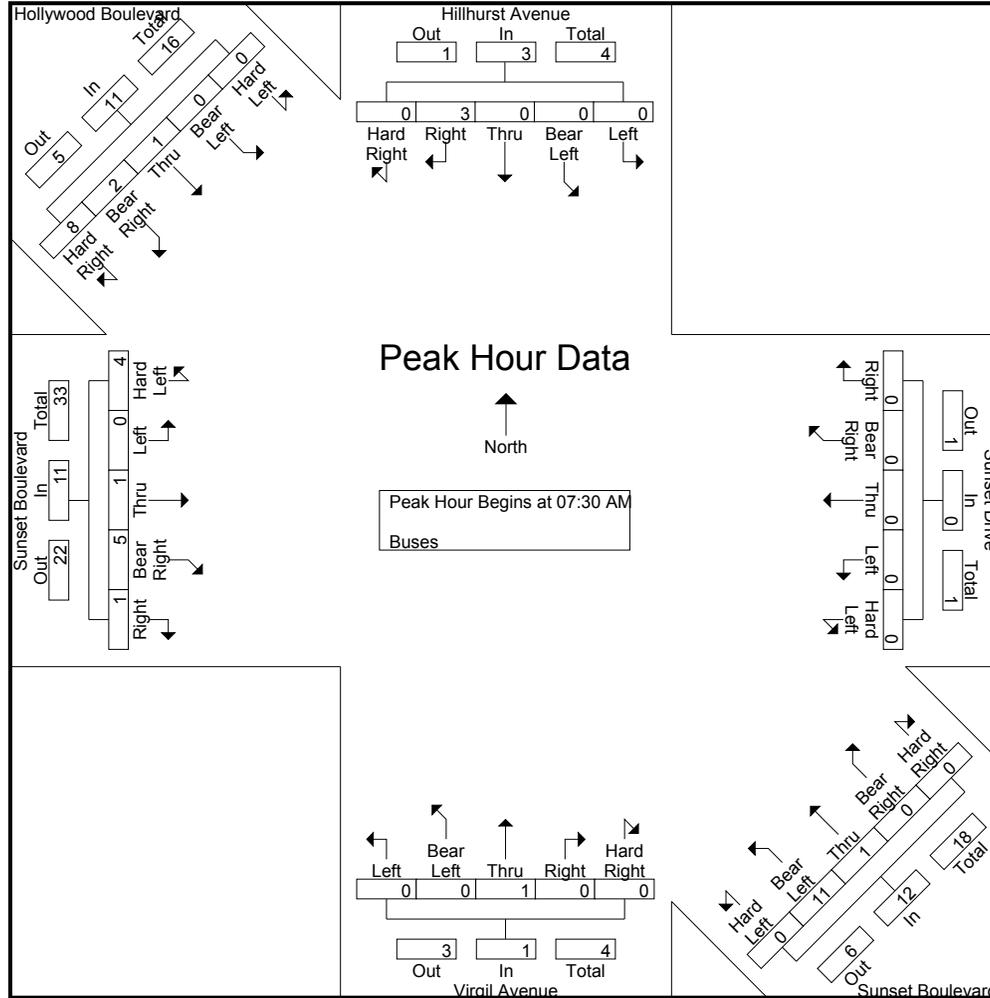
Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	1	2	3	11
07:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	1	0	5	1	0	0	0	0	1	3	1	0	0	0	4	0	0	1	2	2	5	16
07:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	1	1	9	
07:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2	2	5	11	
Total	0	0	1	3	0	4	0	0	0	0	0	0	0	13	1	1	0	15	1	0	1	0	0	2	5	1	1	4	1	12	0	0	2	5	7	14	47
08:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	1	1	9	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	4	4	9	
08:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	2	1	0	2	0	0	3	1	0	1	2	1	5	1	0	1	1	2	5	17
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	1	0	0	0	1	2	0	1	0	1	3	5	12
Total	0	0	0	4	0	4	0	0	0	0	0	0	0	10	0	0	0	10	1	0	3	0	0	4	6	0	1	5	2	14	1	1	1	2	10	15	47
09:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	1	2	5	0	0	0	2	4	6	14	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	2	5	12
09:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1	0	0	3	0	4	1	0	0	2	2	5	12
09:45 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	1	0	0	5	0	6	0	0	0	0	2	2	12	
Total	0	0	0	3	1	4	0	0	0	0	0	0	0	5	0	1	0	6	1	0	0	0	0	1	4	0	0	11	2	17	1	0	0	4	10	15	43
Grand Total	0	0	1	10	1	12	0	0	0	0	0	0	0	28	1	2	0	31	3	0	4	0	0	7	15	1	2	20	5	43	2	1	3	11	27	44	137
Apprch %	0	0	8.3	83.3	8.3		0	0	0	0	0	0	0	90.3	3.2	6.5	0		42.9	0	57.1	0	0	34.9	2.3	4.7	46.5	11.6		4.5	2.3	6.8	25	61.4			
Total %	0	0	0.7	7.3	0.7	8.8	0	0	0	0	0	0	0	20.4	0.7	1.5	0	22.6	2.2	0	2.9	0	0	5.1	10.9	0.7	1.5	14.6	3.6	31.4	1.5	0.7	2.2	8	19.7	32.1	

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	
07:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	1	1	9
07:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2	2	5	11	
08:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	1	1	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	4	4	9
Total Volume	0	0	0	3	0	3	0	0	0	0	0	0	0	11	1	0	0	12	0	0	1	0	0	1	4	0	1	5	1	11	0	0	1	2	8	11	38
% App. Total	0	0	0	100	0		0	0	0	0	0	0	0	91.7	8.3	0	0		0	0	100	0	0		36.4	0	9.1	45.5	9.1		0	0	9.1	18.2	72.7		
PHF	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.688	.250	.000	.000	.750	.000	.000	.250	.000	.000	.250	.333	.000	.250	.625	.250	.688	.000	.000	.250	.250	.500	.550	.864

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 3

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM						07:30 AM						07:30 AM						07:30 AM						07:30 AM																		
+0 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	1	1	0	0	0	0	1	1	
+15 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	0	0	0	1	1	0	0	1	2	2	5							
+30 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	1	1							
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	4	4							
Total Volume	0	0	0	3	0	3	0	0	0	0	0	0	0	11	1	0	0	12	0	0	1	0	0	1	4	0	1	5	1	11	0	0	1	2	8	11							
% App. Total	0	0	0	100	0		0	0	0	0	0		0	91.7	8.3	0	0		0	0	100	0	0		36.4	0	9.1	45.5	9.1		0	0	9.1	18.2	72.7								
PHF	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.688	.250	.000	.000	.750	.000	.000	.250	.000	.000	.250	.333	.000	.250	.625	.250	.688	.000	.000	.250	.250	.500	.550							

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total	
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total		
03:00 PM	0	42	57	6	2	107	2	0	8	3	5	18	0	52	85	25	4	166	16	18	91	3	4	132	4	19	18	134	12	187	1	6	104	27	4	142	752	
03:15 PM	1	43	111	7	1	163	2	0	39	3	3	47	0	70	79	38	5	192	9	23	96	5	6	139	0	16	14	138	13	181	1	7	93	14	5	120	842	
03:30 PM	1	27	55	16	2	101	4	4	18	3	5	34	0	47	82	36	4	169	27	11	93	6	5	142	3	18	12	158	14	205	3	6	87	14	2	112	763	
03:45 PM	0	31	69	10	4	114	1	0	12	0	2	15	0	44	70	36	2	152	16	30	111	2	4	163	3	17	8	105	13	146	7	3	106	16	5	137	727	
Total	2	143	292	39	9	485	9	4	77	9	15	114	0	213	316	135	15	679	68	82	391	16	19	576	10	70	52	535	52	719	12	22	390	71	16	511	3084	
04:00 PM	0	26	41	7	2	76	2	1	9	4	1	17	0	59	73	38	6	176	15	32	103	1	1	152	2	13	20	125	17	177	4	2	100	18	9	133	731	
04:15 PM	0	35	81	10	0	126	7	2	18	6	1	34	0	53	66	31	4	154	10	24	106	0	5	145	0	23	20	161	13	217	6	2	78	9	7	102	778	
04:30 PM	0	37	41	11	1	90	1	0	6	0	1	8	0	49	91	42	7	189	11	22	89	2	8	132	3	18	17	158	15	211	4	2	124	10	3	143	773	
04:45 PM	0	50	80	15	0	145	0	3	14	4	2	23	0	44	85	42	9	180	21	23	120	3	14	181	1	26	14	139	14	194	2	1	105	9	3	120	843	
Total	0	148	243	43	3	437	10	6	47	14	5	82	0	205	315	153	26	699	57	101	418	6	28	610	6	80	71	583	59	799	16	7	407	46	22	498	3125	
05:00 PM	1	28	49	13	0	91	0	0	7	2	4	13	0	51	97	46	9	203	10	34	101	1	4	150	2	28	19	182	8	239	5	2	77	27	2	113	809	
05:15 PM	1	38	76	11	1	127	0	1	9	4	3	17	0	40	63	37	4	144	25	34	135	3	3	200	1	22	16	120	12	171	3	7	77	24	6	117	776	
05:30 PM	0	26	59	7	0	92	1	1	18	6	3	29	0	62	111	50	6	229	19	34	117	0	1	171	3	22	22	159	14	220	3	4	91	19	1	118	859	
05:45 PM	1	41	57	5	7	111	1	0	5	4	1	11	0	52	86	42	3	183	7	37	144	1	2	191	2	28	17	148	11	206	5	3	88	14	3	113	815	
Total	3	133	241	36	8	421	2	2	39	16	11	70	0	205	357	175	22	759	61	139	497	5	10	712	8	100	74	609	45	836	16	16	333	84	12	461	3259	
Grand Total	5	424	776	118	20	1343	21	12	163	39	31	266	0	623	988	463	63	2137	186	322	1306	27	57	1898	24	250	197	1727	156	2354	44	45	1130	201	50	1470	9468	
Apprch %	0.4	31.6	57.8	8.8	1.5		7.9	4.5	61.3	14.7	11.7		0	29.2	46.2	21.7	2.9		9.8	17	68.8	1.4	3		1	10.6	8.4	73.4	6.6		3	3.1	76.9	13.7	3.4			
Total %	0.1	4.5	8.2	1.2	0.2	14.2	0.2	0.1	1.7	0.4	0.3	2.8	0	6.6	10.4	4.9	0.7	22.6	2	3.4	13.8	0.3	0.6	20	0.3	2.6	2.1	18.2	1.6	24.9	0.5	0.5	11.9	2.1	0.5	15.5		
Passenger Vehicles	5	419	763	101	20	1308	19	12	162	39	29	261	0	598	980	453	63	2094	186	320	1294	25	56	1881	8	248	196	1686	149	2287	42	43	1107	183	24	1399	9230	
% Passenger Vehicles	100	98.8	98.3	85.6	100	97.4	90.5	100	99.4	100	93.5	98.1	0	96	99.2	97.8	100	98	100	99.4	99.1	92.6	98.2	99.1	33.3	99.2	99.5	97.6	95.5	97.2	95.5	95.6	98	91	48	95.2	97.5	
Dual Wheeled	0	3	9	2	0	14	2	0	0	0	2	4	0	9	5	7	0	21	0	2	11	1	1	15	0	1	1	17	3	22	2	2	22	2	1	29	105	
% Dual Wheeled	0	0.7	1.2	1.7	0	1	9.5	0	0	0	6.5	1.5	0	1.4	0.5	1.5	0	1	0	0.6	0.8	3.7	1.8	0.8	0	0.4	0.5	1	1.9	0.9	4.5	4.4	1.9	1	2	2	1.1	
Buses	0	2	4	15	0	21	0	0	1	0	0	1	0	16	3	3	0	22	0	0	1	1	0	2	16	1	0	24	4	45	0	0	1	16	25	42	133	
% Buses	0	0.5	0.5	12.7	0	1.6	0	0	0.6	0	0	0.4	0	2.6	0.3	0.6	0	1	0	0	0.1	3.7	0	0.1	66.7	0.4	0	1.4	2.6	1.9	0	0	0.1	8	50	2.9	1.4	

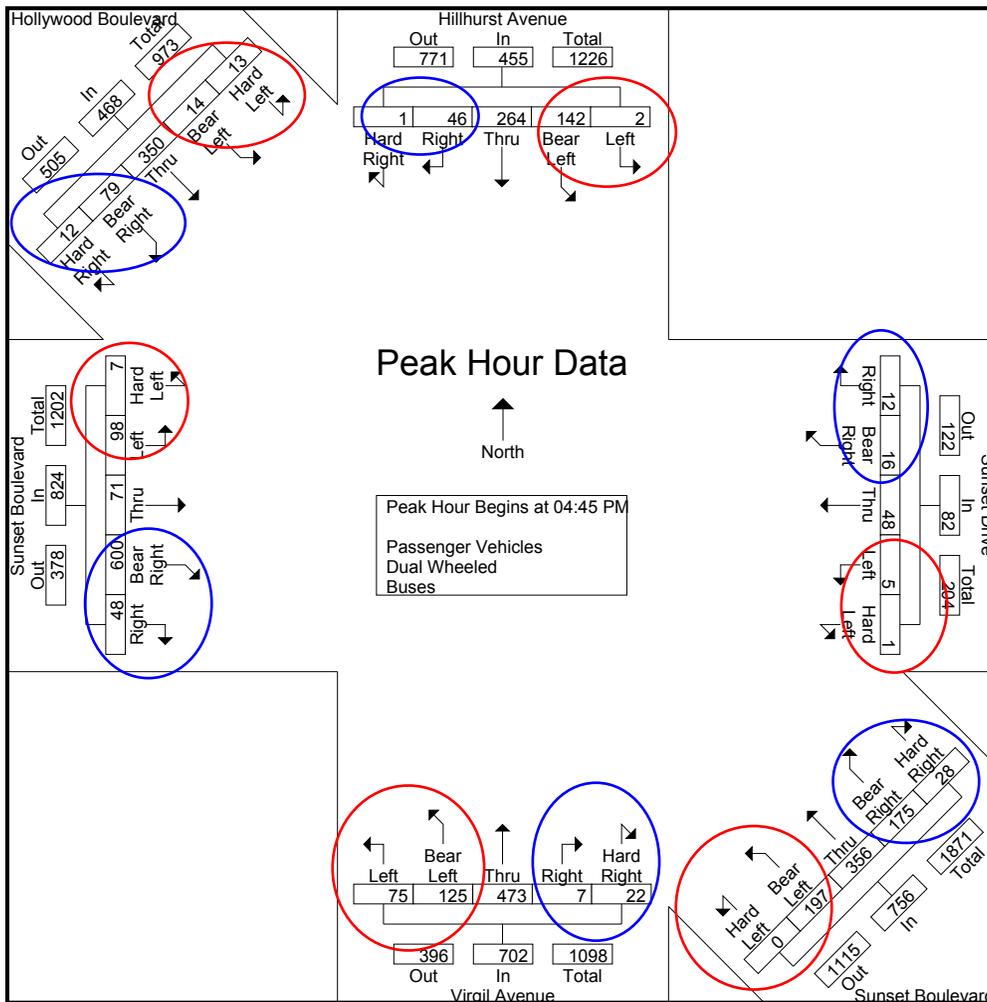
Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total	
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total		
04:45 PM	0	50	80	15	0	145	0	3	14	4	2	23	0	44	85	42	9	180	21	23	120	3	14	181	1	26	14	139	14	194	2	1	105	9	3	120	843	
05:00 PM	1	28	49	13	0	91	0	0	7	2	4	13	0	51	97	46	9	203	10	34	101	1	4	150	2	28	19	182	8	239	5	2	77	27	2	113	809	
05:15 PM	1	38	76	11	1	127	0	1	9	4	3	17	0	40	63	37	4	144	25	34	135	3	3	200	1	22	16	120	12	171	3	7	77	24	6	117	776	
05:30 PM	0	26	59	7	0	92	1	1	18	6	3	29	0	62	111	50	6	229	19	34	117	0	1	171	3	22	22	159	14	220	3	4	91	19	1	118	859	
Total Volume	2	142	264	46	1	455	1	5	48	16	12	82	0	197	356	175	28	756	75	125	473	7	22	702	7	98	71	600	48	824	13	14	350	79	12	468	3287	
% App. Total	0.4	31.2	58	10.1	0.2		1.2	6.1	58.5	19.5	14.6		0	26.1	47.1	23.1	3.7		10.7	17.8	67.4	1	3.1		0.8	11.9	8.6	72.8	5.8		2.8	3	74.8	16.9	2.6			
PHF	.500	.710	.825	.767	.250	.784	.250	.417	.667	.667	.750	.707	.000	.794	.802	.875	.778	.825	.750	.919	.876	.583	.393	.878	.583	.875	.807	.824	.857	.862	.650	.500	.833	.731	.500	.975	.957	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
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City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
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Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM						03:00 PM						05:00 PM						04:15 PM						03:45 PM											
+0 mins.	0	42	57	6	2	107	2	0	8	3	5	18	0	51	97	46	9	203	10	34	101	1	4	150	0	23	20	161	13	217	7	3	106	16	5	137
+15 mins.	1	43	111	7	1	163	2	0	39	3	3	47	0	40	63	37	4	144	25	34	135	3	3	200	3	18	17	158	15	211	4	2	100	18	9	133
+30 mins.	1	27	55	16	2	101	4	4	18	3	5	34	0	62	111	50	6	229	19	34	117	0	1	171	1	26	14	139	14	194	6	2	78	9	7	102
+45 mins.	0	31	69	10	4	114	1	0	12	0	2	15	0	52	86	42	3	183	7	37	144	1	2	191	2	28	19	182	8	239	4	2	124	10	3	143
Total Volume	2	143	292	39	9	485	9	4	77	9	15	114	0	205	357	175	22	759	61	139	497	5	10	712	6	95	70	640	50	861	21	9	408	53	24	515
% App. Total	0.4	29.5	60.2	8	1.9		7.9	3.5	67.5	7.9	13.2		0	27	47	23.1	2.9		8.6	19.5	69.8	0.7	1.4		0.7	11	8.1	74.3	5.8		4.1	1.7	79.2	10.3	4.7	
PHF	.500	.831	.658	.609	.563	.744	.563	.250	.494	.750	.750	.606	.000	.827	.804	.875	.611	.829	.610	.939	.863	.417	.625	.890	.500	.848	.875	.879	.833	.901	.750	.750	.823	.736	.667	.900

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
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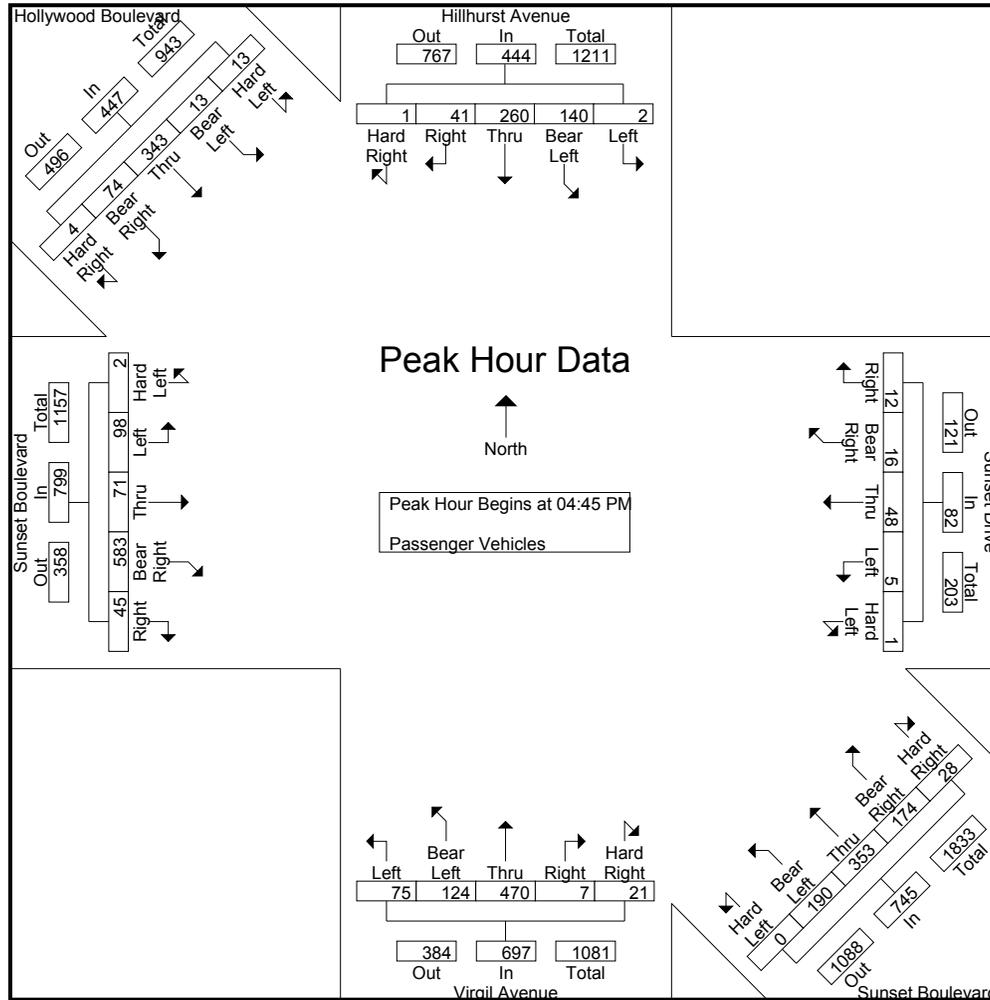
Groups Printed- Passenger Vehicles

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total			
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total				
03:00 PM	0	40	56	5	2	103	2	0	8	3	5	18	0	49	85	24	4	162	16	18	91	3	4	132	2	18	18	130	12	180	1	5	103	24	1	134	729			
03:15 PM	1	42	109	6	1	159	2	0	38	3	3	46	0	66	79	35	5	185	9	23	96	5	6	139	0	16	14	135	12	177	1	7	91	13	2	114	820			
03:30 PM	1	27	53	13	2	96	4	4	18	3	5	34	0	46	81	32	4	163	27	11	90	5	5	138	2	18	12	155	14	201	3	6	83	13	0	105	737			
03:45 PM	0	31	67	9	4	111	1	0	12	0	1	14	0	43	69	36	2	150	16	30	109	1	4	160	1	16	7	102	11	137	6	3	104	14	2	129	701			
Total	2	140	285	33	9	469	9	4	76	9	14	112	0	204	314	127	15	660	68	82	386	14	19	569	5	68	51	522	49	695	11	21	381	64	5	482	2987			
04:00 PM	0	26	39	5	2	72	1	1	9	4	0	15	0	58	72	38	6	174	15	32	101	1	1	150	1	13	20	122	16	172	4	2	97	16	7	126	709			
04:15 PM	0	35	81	9	0	125	6	2	18	6	1	33	0	48	66	31	4	149	10	24	106	0	5	145	0	23	20	160	13	216	6	2	76	8	4	96	764			
04:30 PM	0	37	41	9	1	88	1	0	6	0	1	8	0	48	89	41	7	185	11	21	88	2	8	130	0	18	17	154	15	204	4	2	122	10	2	140	755			
04:45 PM	0	48	77	14	0	139	0	3	14	4	2	23	0	42	84	41	9	176	21	23	120	3	13	180	0	26	14	138	13	191	2	1	104	6	1	114	823			
Total	0	146	238	37	3	424	8	6	47	14	4	79	0	196	311	151	26	684	57	100	415	6	27	605	1	80	71	574	57	783	16	7	399	40	14	476	3051			
05:00 PM	1	28	49	12	0	90	0	0	7	2	4	13	0	49	95	46	9	199	10	34	101	1	4	150	0	28	19	174	8	229	5	1	75	27	0	108	789			
05:15 PM	1	38	76	9	1	125	0	1	9	4	3	17	0	38	63	37	4	142	25	33	134	3	3	198	1	22	16	114	12	165	3	7	74	22	3	109	756			
05:30 PM	0	26	58	6	0	90	1	1	18	6	3	29	0	61	111	50	6	228	19	34	115	0	1	169	1	22	22	157	12	214	3	4	90	19	0	116	846			
05:45 PM	1	41	57	4	7	110	1	0	5	4	1	11	0	50	86	42	3	181	7	37	143	1	2	190	0	28	17	145	11	201	4	3	88	11	2	108	801			
Total	3	133	240	31	8	415	2	2	39	16	11	70	0	198	355	175	22	750	61	138	493	5	10	707	2	100	74	590	43	809	15	15	327	79	5	441	3192			
Grand Total	5	419	763	101	20	1308	19	12	162	39	29	261	0	598	980	453	63	2094	186	320	1294	25	56	1881	8	248	196	1686	149	2287	42	43	1107	183	24	1399	9230			
Apprch %	0.4	32	58.3	7.7	1.5		7.3	4.6	62.1	14.9	11.1		0	28.6	46.8	21.6	3		9.9	17	68.8	1.3	3		0.3	10.8	8.6	73.7	6.5		3	3.1	79.1	13.1	1.7					
Total %	0.1	4.5	8.3	1.1	0.2	14.2	0.2	0.1	1.8	0.4	0.3	2.8	0	6.5	10.6	4.9	0.7	22.7	2	3.5	14	0.3	0.6	20.4	0.1	2.7	2.1	18.3	1.6	24.8	0.5	0.5	12	2	0.3	15.2				

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total				
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total					
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																																									
Peak Hour for Entire Intersection Begins at 04:45 PM																																									
04:45 PM	0	48	77	14	0	139	0	3	14	4	2	23	0	42	84	41	9	176	21	23	120	3	13	180	0	26	14	138	13	191	2	1	104	6	1	114	823				
05:00 PM	1	28	49	12	0	90	0	0	7	2	4	13	0	49	95	46	9	199	10	34	101	1	4	150	0	28	19	174	8	229	5	1	75	27	0	108	789				
05:15 PM	1	38	76	9	1	125	0	1	9	4	3	17	0	38	63	37	4	142	25	33	134	3	3	198	1	22	16	114	12	165	3	7	74	22	3	109	756				
05:30 PM	0	26	58	6	0	90	1	1	18	6	3	29	0	61	111	50	6	228	19	34	115	0	1	169	1	22	22	157	12	214	3	4	90	19	0	116	846				
Total Volume	2	140	260	41	1	444	1	5	48	16	12	82	0	190	353	174	28	745	75	124	470	7	21	697	2	98	71	583	45	799	13	13	343	74	4	447	3214				
% App. Total	0.5	31.5	58.6	9.2	0.2		1.2	6.1	58.5	19.5	14.6		0	25.5	47.4	23.4	3.8		10.8	17.8	67.4	1	3		0.3	12.3	8.9	73	5.6		2.9	2.9	76.7	16.6	0.9						
PHF	.500	.729	.844	.732	.250	.799	.250	.417	.667	.667	.750	.707	.000	.779	.795	.870	.778	.817	.750	.912	.877	.583	.404	.880	.500	.875	.807	.838	.865	.872	.650	.464	.825	.685	.333	.963	.950				

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
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City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 3

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM						04:45 PM						04:45 PM						04:45 PM						04:45 PM											
+0 mins.	0	48	77	14	0	139	0	3	14	4	2	23	0	42	84	41	9	176	21	23	120	3	13	180	0	26	14	138	13	191	2	1	104	6	1	114
+15 mins.	1	28	49	12	0	90	0	0	7	2	4	13	0	49	95	46	9	199	10	34	101	1	4	150	0	28	19	174	8	229	5	1	75	27	0	108
+30 mins.	1	38	76	9	1	125	0	1	9	4	3	17	0	38	63	37	4	142	25	33	134	3	3	198	1	22	16	114	12	165	3	7	74	22	3	109
+45 mins.	0	26	58	6	0	90	1	1	18	6	3	29	0	61	111	50	6	228	19	34	115	0	1	169	1	22	22	157	12	214	3	4	90	19	0	116
Total Volume	2	140	260	41	1	444	1	5	48	16	12	82	0	190	353	174	28	745	75	124	470	7	21	697	2	98	71	583	45	799	13	13	343	74	4	447
% App. Total	0.5	31.5	58.6	9.2	0.2		1.2	6.1	58.5	19.5	14.6		0	25.5	47.4	23.4	3.8		10.8	17.8	67.4	1	3		0.3	12.3	8.9	73	5.6		2.9	2.9	76.7	16.6	0.9	
PHF	.500	.729	.844	.732	.250	.799	.250	.417	.667	.667	.750	.707	.000	.779	.795	.870	.778	.817	.750	.912	.877	.583	.404	.880	.500	.875	.807	.838	.865	.872	.650	.464	.825	.685	.333	.963

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

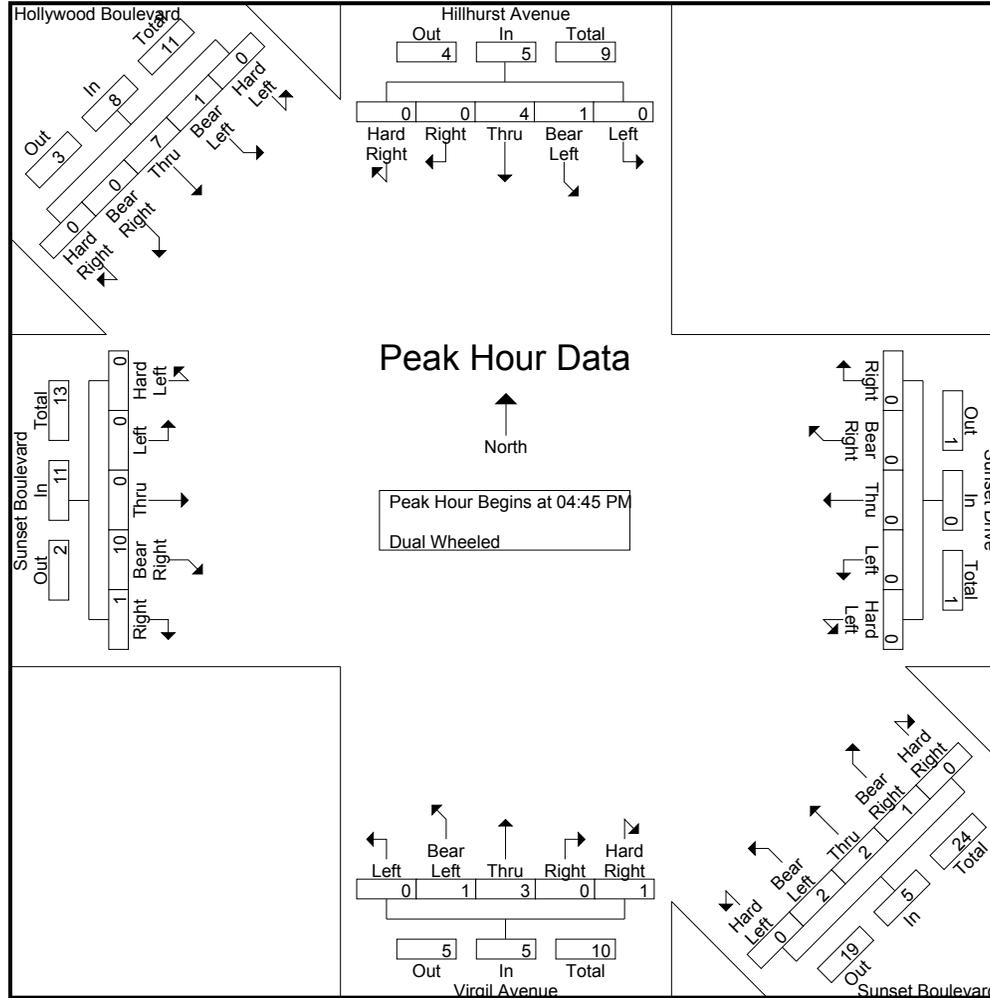
Groups Printed- Dual Wheeled

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound					Sunset Boulevard Northwestbound					Virgil Avenue Northbound					Sunset Boulevard Eastbound					Hollywood Boulevard Southeastbound					Int. Total					
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left		Bear Left	Thru	Bear Right	Hard Right	App. Total
03:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	1	0	3	0	4	0	1	1	1	0	3	13
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	1	3	7
03:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	4	0	5	0	0	3	1	0	4	0	0	0	0	0	0	0	0	4	0	0	4	14
03:45 PM	0	0	2	0	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	2	0	0	2	0	0	1	1	2	4	1	0	2	0	0	3	13
Total	0	2	3	1	0	6	0	0	0	0	1	1	0	5	1	5	0	11	0	0	5	1	0	6	0	1	1	6	2	10	1	1	9	1	1	13	47
04:00 PM	0	0	2	1	0	3	1	0	0	0	1	2	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	2	1	0	3	12
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	6
04:45 PM	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	9
Total	0	1	5	1	0	7	2	0	0	0	1	3	0	2	2	2	0	6	0	1	3	0	1	5	0	0	0	2	0	2	0	0	7	1	0	8	31
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	4	0	4	0	1	2	0	0	3	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	4	0	4	0	0	3	0	0	3	9
05:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	2	0	0	1	0	0	1	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	1	3	0	0	4	0	0	0	9	1	10	1	1	6	0	0	8	27
Grand Total	0	3	9	2	0	14	2	0	0	0	2	4	0	9	5	7	0	21	0	2	11	1	1	15	0	1	1	17	3	22	2	2	22	2	1	29	105
Apprch %	0	21.4	64.3	14.3	0		50	0	0	0	50		0	42.9	23.8	33.3	0		0	13.3	73.3	6.7	6.7		0	4.5	4.5	77.3	13.6		6.9	6.9	75.9	6.9	3.4		
Total %	0	2.9	8.6	1.9	0	13.3	1.9	0	0	0	1.9	3.8	0	8.6	4.8	6.7	0	20	0	1.9	10.5	1	1	14.3	0	1	1	16.2	2.9	21	1.9	1.9	21	1.9	1	27.6	

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound					Sunset Boulevard Northwestbound					Virgil Avenue Northbound					Sunset Boulevard Eastbound					Hollywood Boulevard Southeastbound					Int. Total					
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left		Bear Left	Thru	Bear Right	Hard Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 04:45 PM																																					
04:45 PM	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	4	0	4	0	1	2	0	0	3	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	4	0	4	0	0	3	0	0	3	9
05:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	2	0	0	1	0	0	1	6
Total Volume	0	1	4	0	0	5	0	0	0	0	0	0	0	2	2	1	0	5	0	1	3	0	1	5	0	0	0	10	1	11	0	1	7	0	0	8	34
% App. Total	0	20	80	0	0		0	0	0	0	0		0	40	40	20	0		0	20	60	0	20		0	0	0	90.9	9.1		0	12.5	87.5	0	0		
PHF	.000	.250	.333	.000	.000	.313	.000	.000	.000	.000	.000	.000	.000	.500	.250	.250	.000	.417	.000	.250	.375	.000	.250	.625	.000	.000	.000	.625	.250	.688	.000	.250	.583	.000	.000	.667	.850

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 2



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 3

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM						04:45 PM						04:45 PM						04:45 PM						04:45 PM												
+0 mins.	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	4	0	4	0	1	2	0	0	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	4	0	4	0	0	3	0	0	3	
+45 mins.	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	2	0	0	1	0	0	1	
Total Volume	0	1	4	0	0	5	0	0	0	0	0	0	0	2	2	1	0	5	0	1	3	0	1	5	0	0	0	10	1	11	0	1	7	0	0	8	
% App. Total	0	20	80	0	0		0	0	0	0	0		0	40	40	20	0		0	20	60	0	20		0	0	0	90.9	9.1		0	12.5	87.5	0	0		
PHF	.000	.250	.333	.000	.000	.313	.000	.000	.000	.000	.000	.000	.000	.500	.250	.250	.000	.417	.000	.250	.375	.000	.250	.625	.000	.000	.000	.625	.250	.688	.000	.250	.583	.000	.000	.667	

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 1

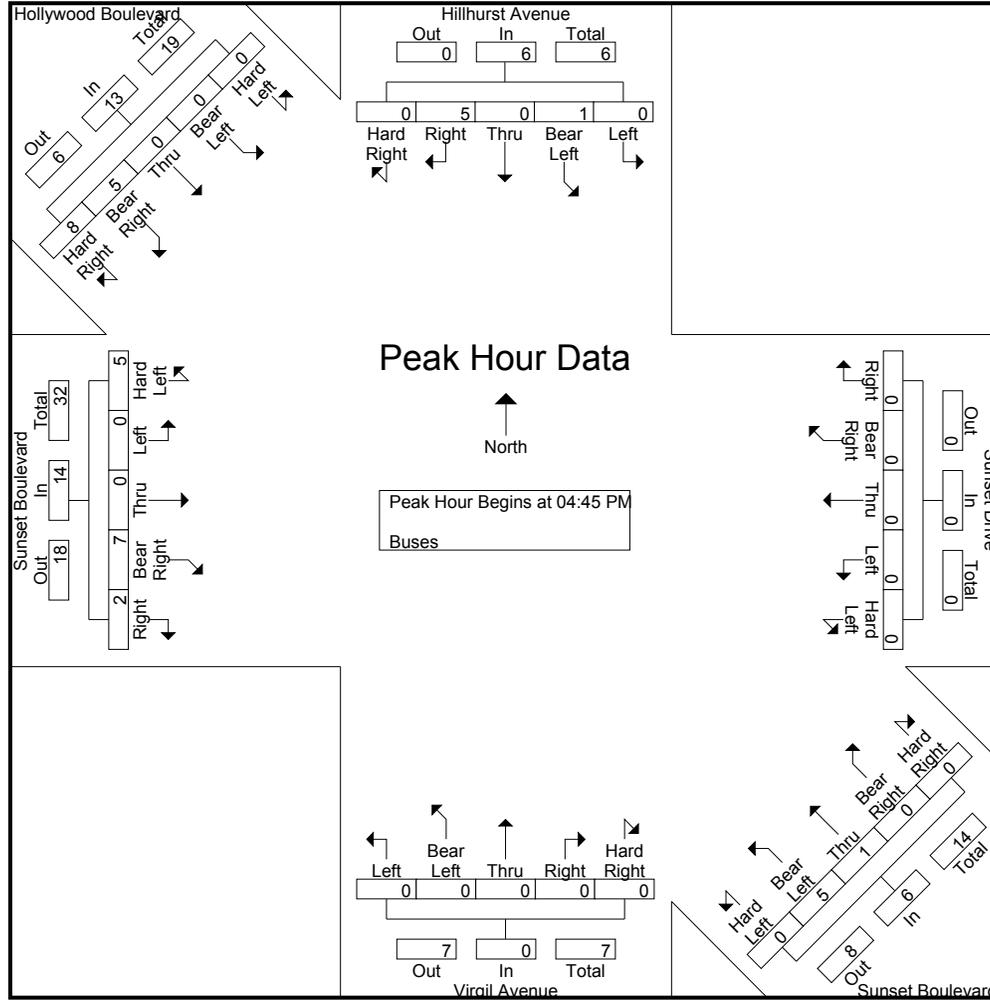
Groups Printed- Buses

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	
03:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	1	0	3	0	0	0	2	3	5	10
03:15 PM	0	1	2	1	0	4	0	0	1	0	0	1	0	2	0	3	0	5	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	2	3	15
03:30 PM	0	0	2	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	1	2	3	12
03:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	2	1	0	2	0	5	0	0	0	2	3	5	13
Total	0	1	4	5	0	10	0	0	1	0	0	1	0	4	1	3	0	8	0	0	0	1	0	1	5	1	0	7	1	14	0	0	0	6	10	16	50
04:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	2	1	4	0	0	1	1	2	4	10	
04:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3	4	10
04:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	1	1	12
04:45 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	1	0	0	0	1	2	0	0	0	3	2	5	11
Total	0	1	0	5	0	6	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	5	0	0	7	2	14	0	0	1	5	8	14	43
05:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	2	2	10	
05:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	3	5	11	
05:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	1	1	7	
05:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2	0	0	3	0	5	0	0	0	3	1	4	12
Total	0	0	0	5	0	5	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	6	0	0	10	1	17	0	0	0	5	7	12	40
Grand Total	0	2	4	15	0	21	0	0	1	0	0	1	0	16	3	3	0	22	0	0	1	1	0	2	16	1	0	24	4	45	0	0	1	16	25	42	133
Apprch %	0	9.5	19	71.4	0		0	0	100	0	0		0	72.7	13.6	13.6	0		0	0	50	50	0		35.6	2.2	0	53.3	8.9		0	0	2.4	38.1	59.5		
Total %	0	1.5	3	11.3	0	15.8	0	0	0.8	0	0	0.8	0	12	2.3	2.3	0	16.5	0	0	0.8	0.8	0	1.5	12	0.8	0	18	3	33.8	0	0	0.8	12	18.8	31.6	

Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 04:45 PM																																					
04:45 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	3	2	5	11
05:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	2	2	10	
05:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	3	5	11	
05:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	1	1	7	
Total Volume	0	1	0	5	0	6	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	5	0	0	7	2	14	0	0	0	5	8	13	39
% App. Total	0	16.7	0	83.3	0		0	0	0	0	0		0	83.3	16.7	0	0		0	0	0	0	0		35.7	0	0	50	14.3		0	0	0	38.5	61.5		
PHF	.000	.250	.000	.625	.000	.750	.000	.000	.000	.000	.000	.000	.000	.625	.250	.000	.000	.750	.000	.000	.000	.000	.000	.000	.625	.000	.000	.438	.500	.583	.000	.000	.000	.417	.667	.650	.886

City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
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 Page No : 2



City of Los Angeles
 N/S: Hillhurst Avenue
 E/W: Prospect Avenue
 Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
 Site Code : 99919717
 Start Date : 10/8/2019
 Page No : 3

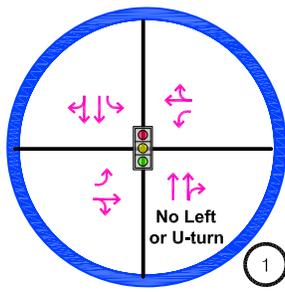
Start Time	Hillhurst Avenue Southbound						Sunset Drive Westbound						Sunset Boulevard Northwestbound						Virgil Avenue Northbound						Sunset Boulevard Eastbound						Hollywood Boulevard Southeastbound						Int. Total
	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

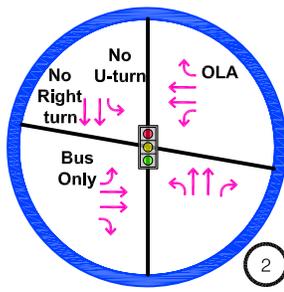
Peak Hour for Each Approach Begins at:

	04:45 PM						04:45 PM						04:45 PM						04:45 PM						04:45 PM											
+0 mins.	0	1	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	3	2	5
+15 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	2	2
+30 mins.	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	3	5
+45 mins.	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	1	1
Total Volume	0	1	0	5	0	6	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	5	0	0	7	2	14	0	0	0	5	8	13
% App. Total	0	16.7	0	83.3	0		0	0	0	0	0		0	83.3	16.7	0	0		0	0	0	0	0		35.7	0	0	50	14.3		0	0	0	38.5	61.5	
PHF	.000	.250	.000	.625	.000	.750	.000	.000	.000	.000	.000	.000	.000	.625	.250	.000	.750	.000	.000	.000	.000	.000	.000	.625	.000	.000	.438	.500	.583	.000	.000	.000	.417	.667	.650	

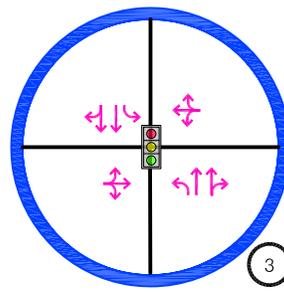
TRAFFIC VOLUME FIGURES



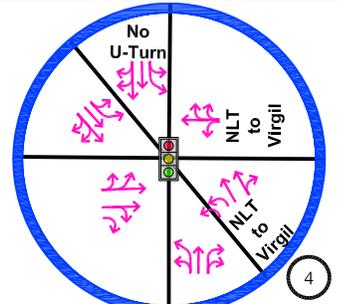
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE



HILLHURST AVENUE & HOLLYWOOD BL/SUNSET BL

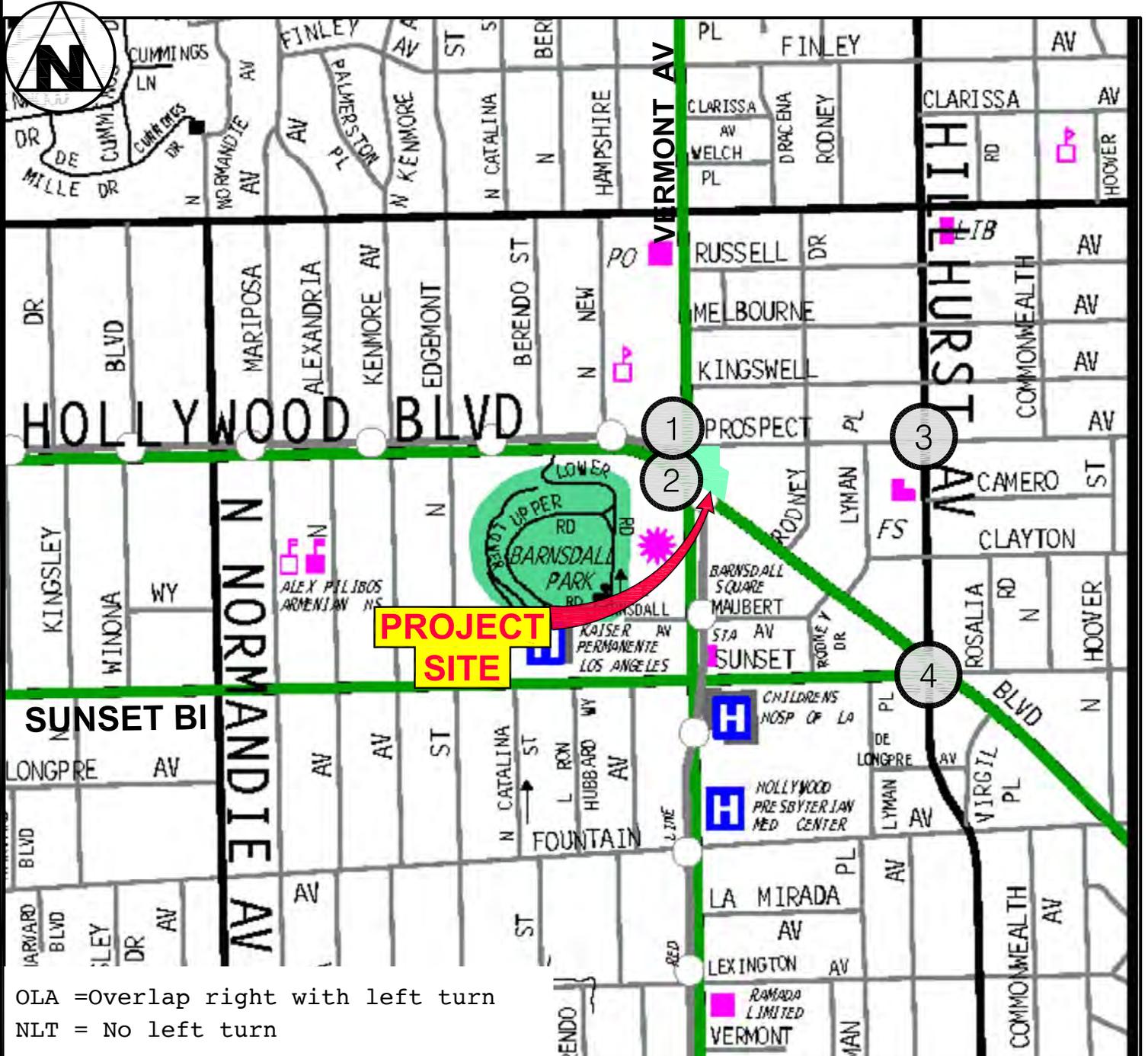


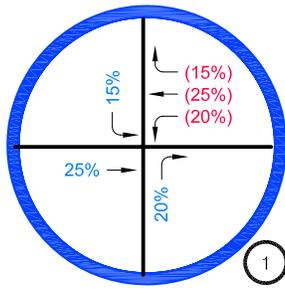
FIGURE 4

OLA =Overlap right with left turn
 NLT = No left turn

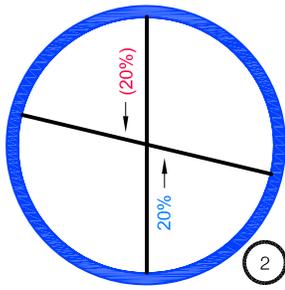
12/2019

**INTERSECTION LANE CONFIGURATIONS
& TRAFFIC CONTROLS**

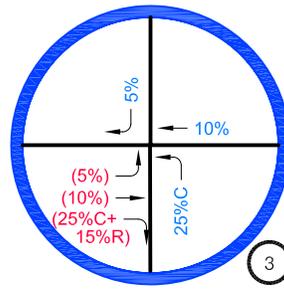
Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
 (661)312-2694, liz@overlandtraffic.com



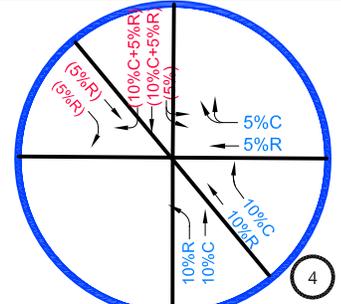
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE

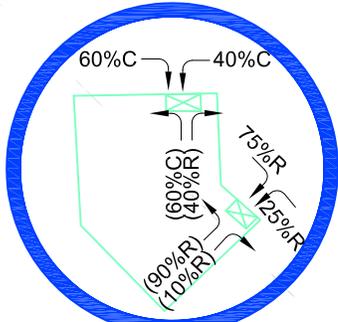
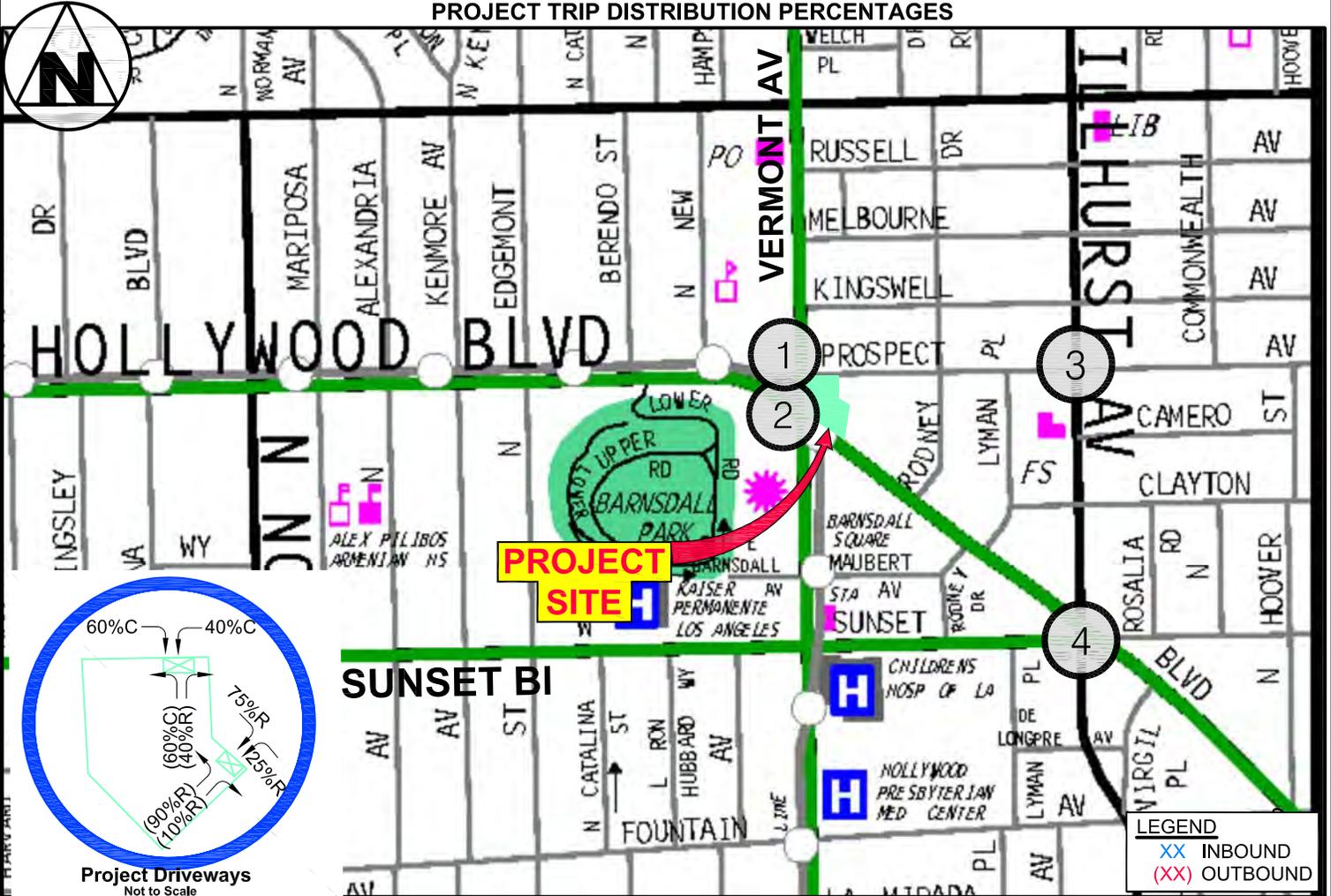


HILLHURST AVENUE & PROSPECT AVENUE

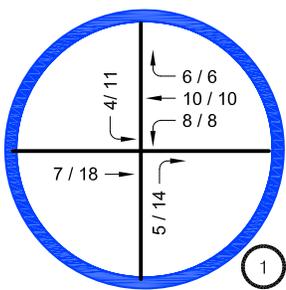


HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

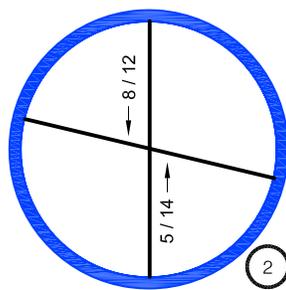
PROJECT TRIP DISTRIBUTION PERCENTAGES



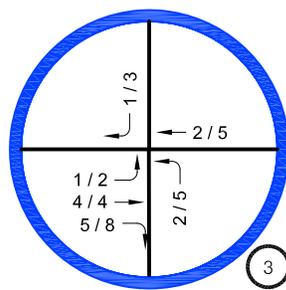
Project Driveways
Not to Scale



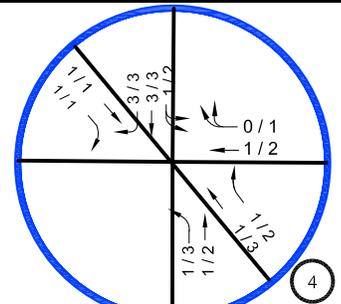
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE



HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

PROJECT TRIPS ONLY

C = COMMERCIAL

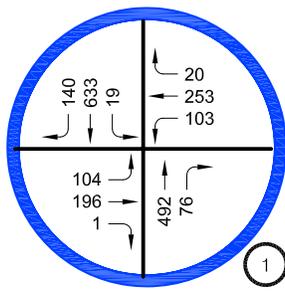
R = RESIDENTIAL

FIGURE 5

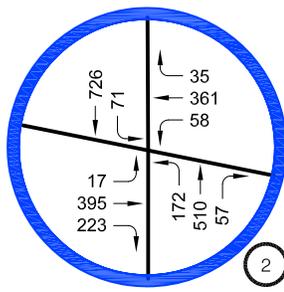
PROJECT TRIP DISTRIBUTION PERCENTAGES & PROJECT TRIPS

Overland Traffic Consultants, Inc.

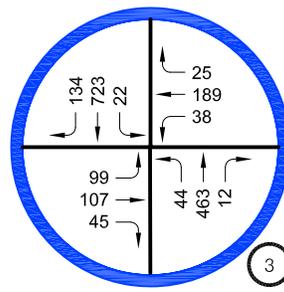
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



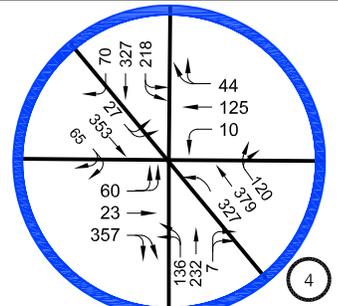
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE

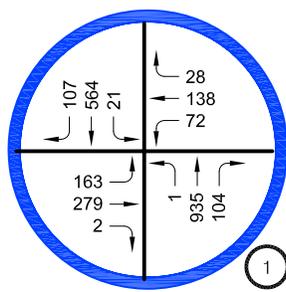
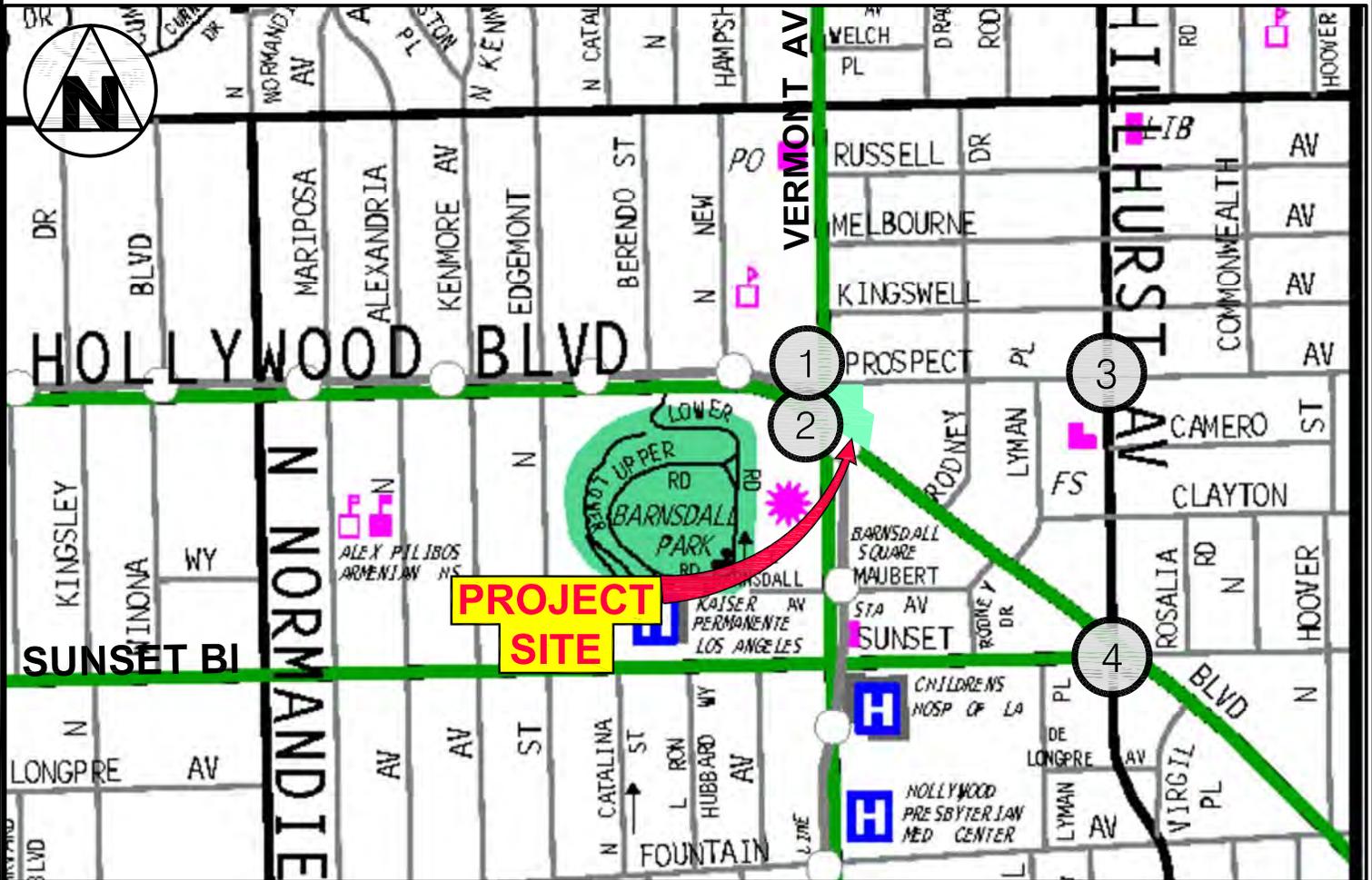


HILLHURST AVENUE & PROSPECT AVENUE

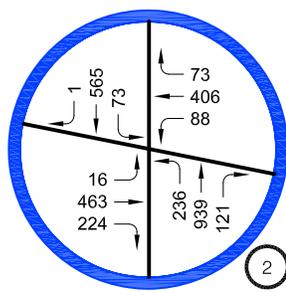


HILLHURST AV/VIRGIL AV & HOLLYWOOD BL/SUNST BL/SUNSET DR

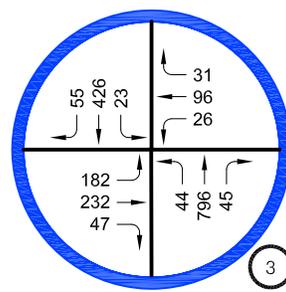
AM PEAK HOUR



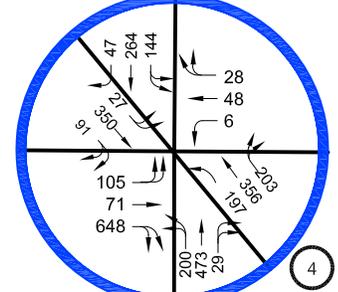
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE

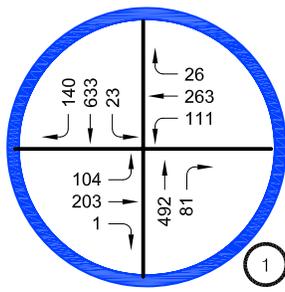


HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

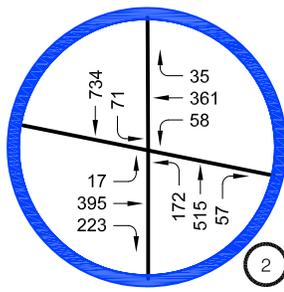
PM PEAK HOUR

FIGURE 6

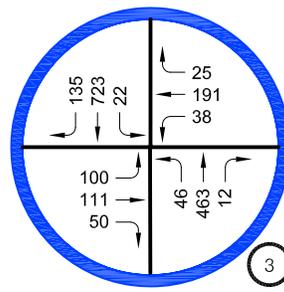
EXISTING (2019) TRAFFIC VOLUMES



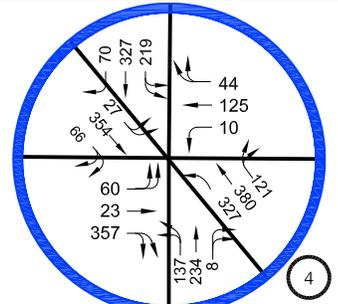
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE

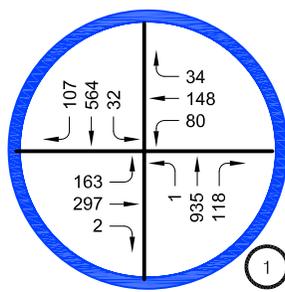
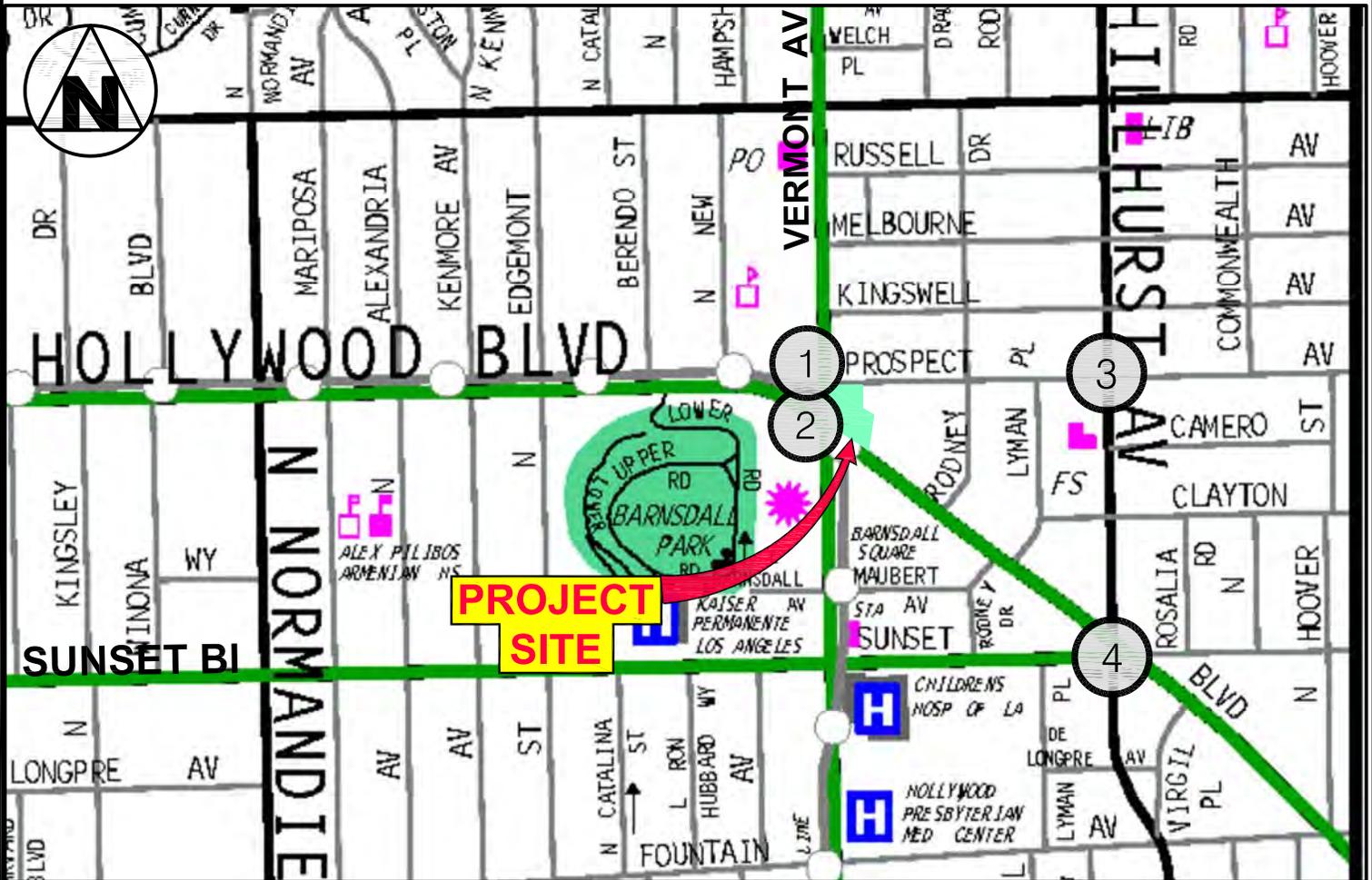


HILLHURST AVENUE & PROSPECT AVENUE

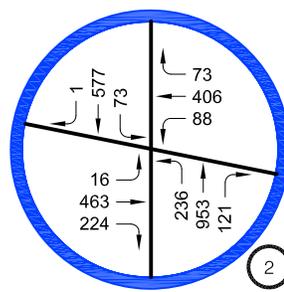


HILLHURST AV/VIRGIL AV & HOLLYWOOD BL/SUNST BL/SUNSET DR

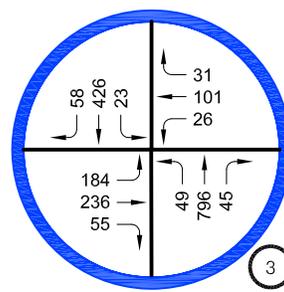
AM PEAK HOUR



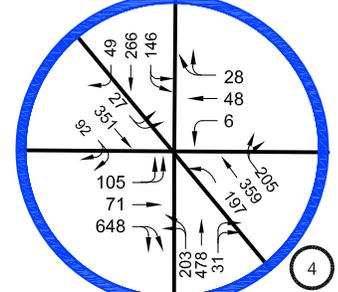
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE

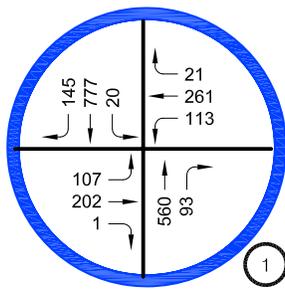


HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

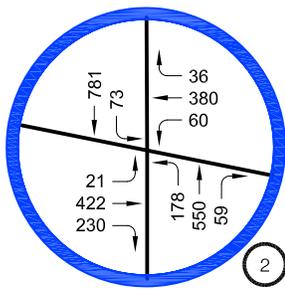
PM PEAK HOUR

EXISTING + PROJECT TRAFFIC VOLUMES

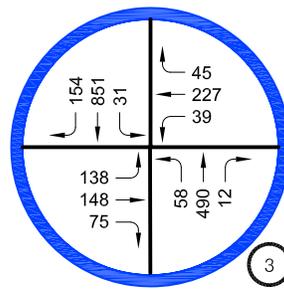
FIGURE 7



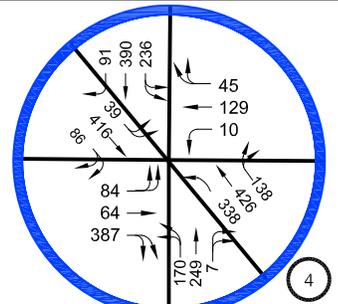
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE

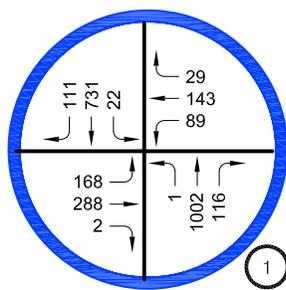
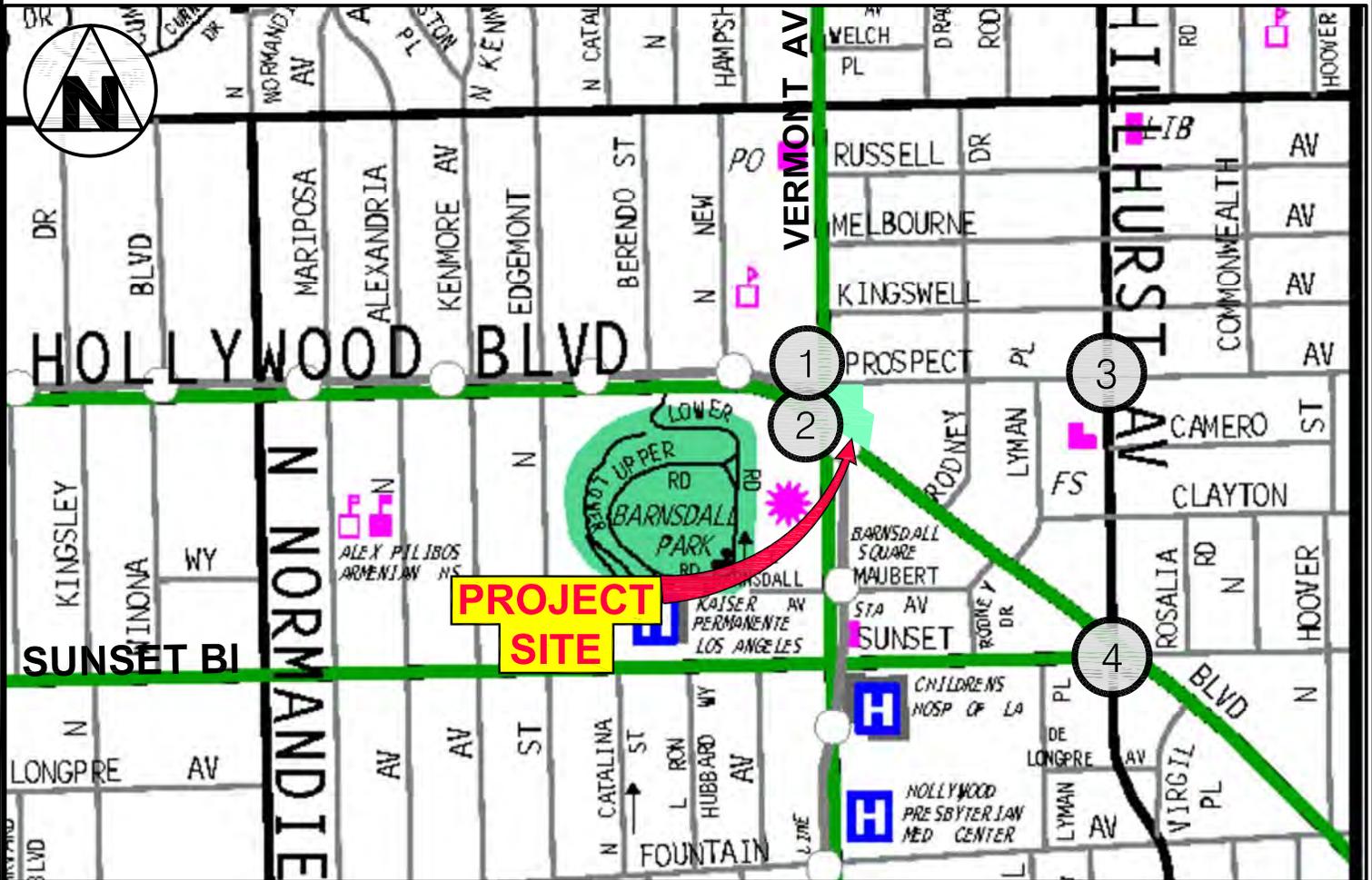


HILLHURST AVENUE & PROSPECT AVENUE

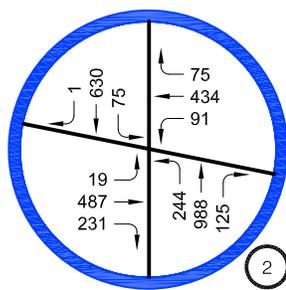


HILLHURST AV/VIRGIL AV & HOLLYWOOD BL/SUNST BL/SUNSET DR

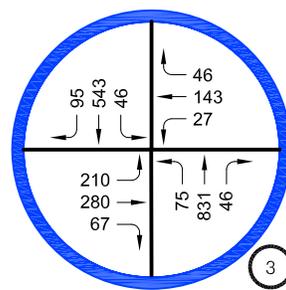
AM PEAK HOUR



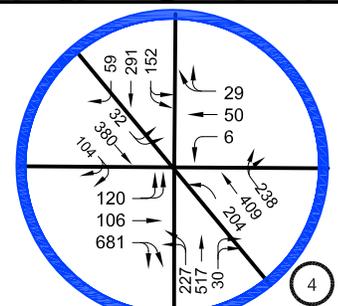
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE



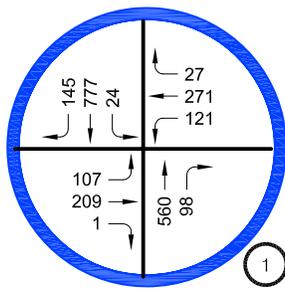
HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

PM PEAK HOUR

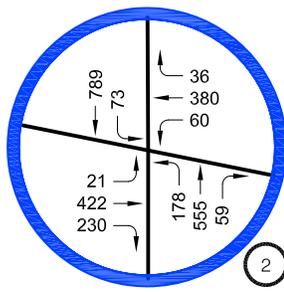
12/2019

FUTURE (2022) TRAFFIC VOLUMES WITHOUT PROJECT

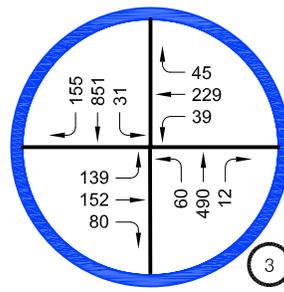
FIGURE 8



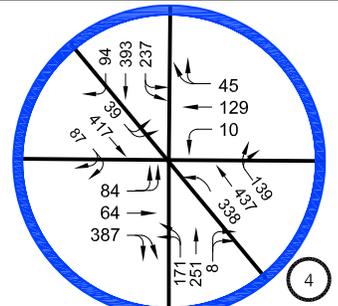
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE

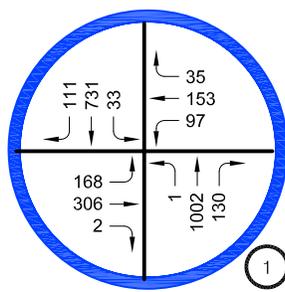
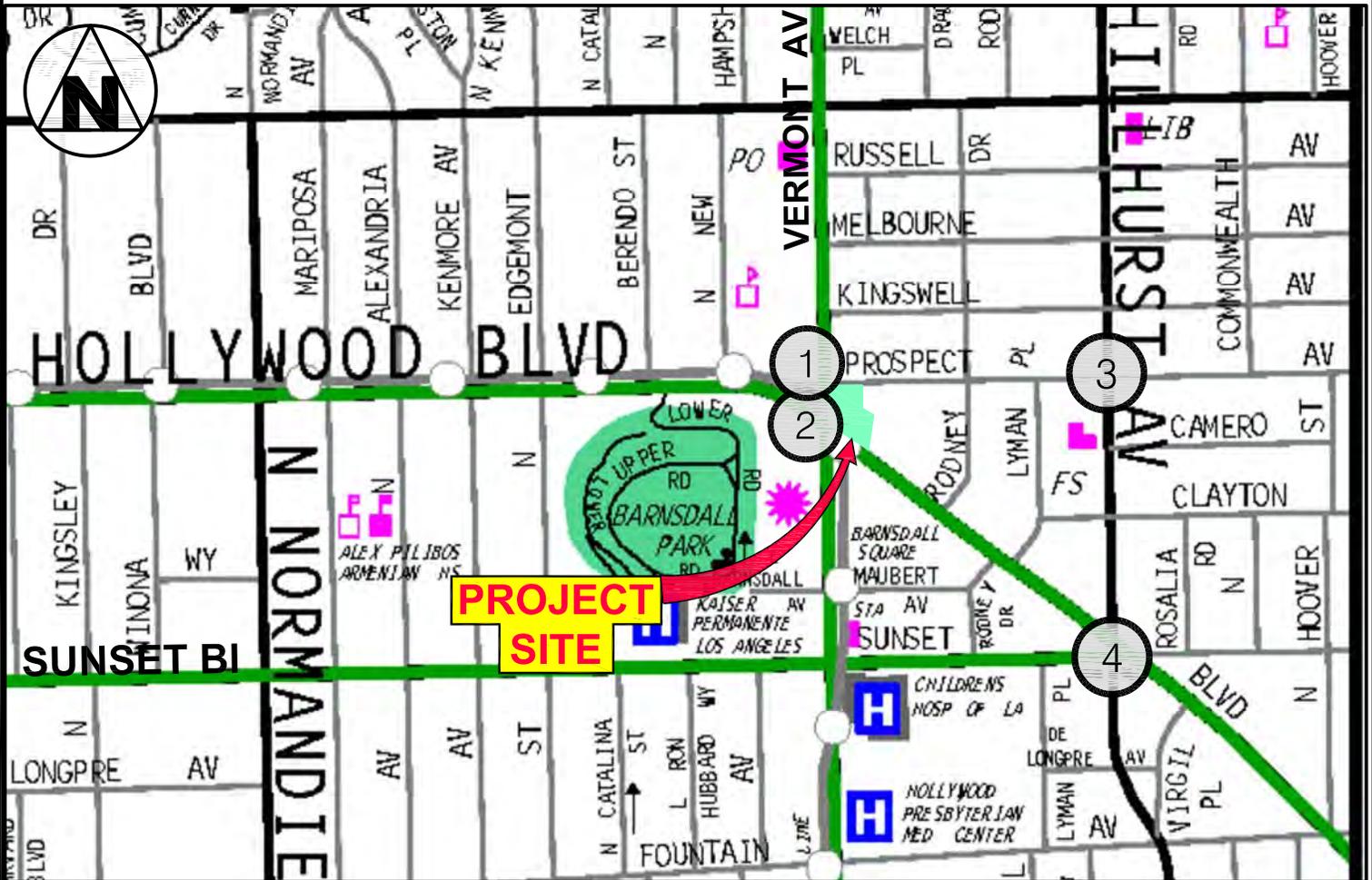


HILLHURST AVENUE & PROSPECT AVENUE

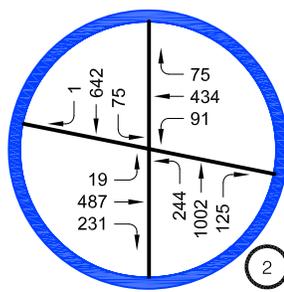


HILLHURST AV/VIRGIL AV & HOLLYWOOD BL/SUNST BL/SUNSET DR

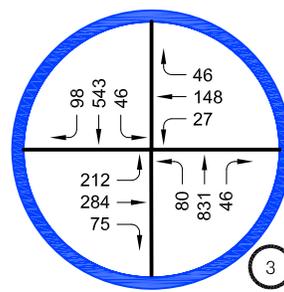
AM PEAK HOUR



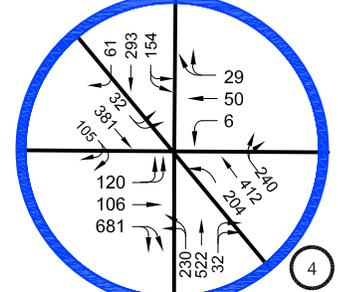
PROSPECT AVENUE & VERMONT AVENUE



HOLLYWOOD BOULEVARD & VERMONT AVENUE



HILLHURST AVENUE & PROSPECT AVENUE



HILLHURST AVENUE & HOLLYWOOD BL/SUNST BL

PM PEAK HOUR

12/2019

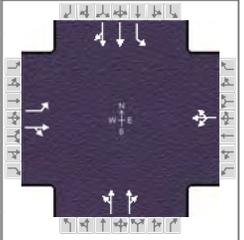
FUTURE (2022) TRAFFIC VOLUMES WITH PROJECT

FIGURE 9

HCS WORKSHEETS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	104	196	1	103	253	20	0	492	76	19	633	140

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	32.6	19.4	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

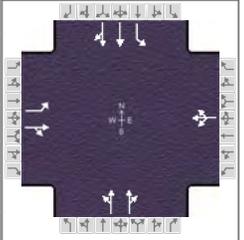
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		23.4		23.4		36.6		36.6
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		17.7		13.6				
Green Extension Time (g _e), s		1.6		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	104	0			371		0		262	0	0	369
Adjusted Saturation Flow Rate (s), veh/h/ln	1105	0			1621		0		1718	872	1900	1728
Queue Service Time (g _s), s	5.3	0.0			7.8		0.0		5.0	0.0	0.0	13.3
Cycle Queue Clearance Time (g _c), s	15.7	0.0			11.6		0.0		5.0	0.0	0.0	13.3
Green Ratio (g/C)	0.32				0.32				0.54	0.54	0.54	0.54
Capacity (c), veh/h	287				604				930	120	1029	
Volume-to-Capacity Ratio (X)	0.362	0.000			0.615		0.000		0.282	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	58.1	0			149.1		0		72	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.3	0.0			6.0		0.0		2.9	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.39	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	23.8				17.4				7.4	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.0			0.4		0.0		0.8	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.1				17.8				8.2	0.0	0.0	
Level of Service (LOS)	C			B			A			A		
Approach Delay, s/veh / LOS	18.4	B		17.8	B		8.1	A			A	
Intersection Delay, s/veh / LOS	10.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	0.9	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM EXIST+PROJ.xus		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	203	1	111	263	26	0	492	81	23	633	140

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	31.7	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

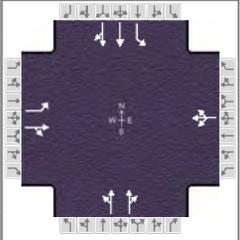
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		24.3		24.3		35.7		35.7
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		18.6		14.7				
Green Extension Time (g _e), s		1.7		1.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	104	0		395			0		264	0	0	369
Adjusted Saturation Flow Rate (s), veh/h/ln	1091	0		1599			0		1709	868	1900	1728
Queue Service Time (g _s), s	5.4	0.0		8.8			0.0		5.2	0.0	0.0	13.0
Cycle Queue Clearance Time (g _c), s	16.6	0.0		12.7			0.0		5.2	0.0	0.0	13.0
Green Ratio (g/C)	0.34			0.34					0.53	0.53	0.53	0.53
Capacity (c), veh/h	286			620					901	120	1002	
Volume-to-Capacity Ratio (X)	0.363	0.000		0.638			0.000		0.293	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	58	0		157.5			0		76.2	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.3	0.0		6.3			0.0		3.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.39	0.00		0.00			0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	23.8			17.1					7.9	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.0		0.4			0.0		0.8	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0			0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.1			17.5					8.8	0.0	0.0	
Level of Service (LOS)	C			B			A			A		
Approach Delay, s/veh / LOS	18.0	B		17.5	B		8.7	A			A	
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	0.9	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM FUT WO PROJ.		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	107	202	1	113	261	21	0	560	93	20	777	145

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	60.0	Reference Phase	6	Green	31.1	20.9	0.0	0.0	0.0	0.0	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5	6	7	8	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

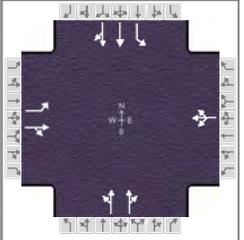
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		24.9		24.9		35.1		35.1
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		20.8		15.2				
Green Extension Time (g _e), s		0.0		1.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.40				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	107	0		390			0		301	0	0	444
Adjusted Saturation Flow Rate (s), veh/h/ln	1099	0		1546			0		1704	806	1900	1739
Queue Service Time (g _s), s	5.6	0.0		8.5			0.0		6.2	0.0	0.0	9.9
Cycle Queue Clearance Time (g _c), s	18.8	0.0		13.2			0.0		6.2	0.0	0.0	9.9
Green Ratio (g/C)	0.35			0.35					0.52	0.52	0.52	0.52
Capacity (c), veh/h	261			616					883	120	984	
Volume-to-Capacity Ratio (X)	0.409	0.000		0.633			0.000		0.341	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	62.1	0		161.9			0		89	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.5	0.0		6.5			0.0		3.6	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.41	0.00		0.00			0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	25.2			16.9					8.5	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.4	0.0		1.6			0.0		1.1	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0			0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	25.6			18.5					9.5	0.0	0.0	
Level of Service (LOS)	C			B			A			A		
Approach Delay, s/veh / LOS	18.3	B		18.5	B		9.5	A		A		
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	1.0	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT AM FUT W PROJ.xus		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	107	209	1	121	271	27	0	560	98	24	777	145

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	60.0	Reference Phase	6	Green	31.0	21.0	0.0	0.0	0.0	0.0	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5	6	7	8	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

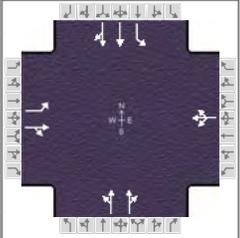
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		25.0		25.0		35.0		35.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		23.0		17.2				
Green Extension Time (g _e), s		0.0		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		0.88				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	107	0		414			0		303	0	0	444
Adjusted Saturation Flow Rate (s), veh/h/ln	1085	0		1496			0		1698	802	1900	1739
Queue Service Time (g _s), s	5.8	0.0		10.3			0.0		6.3	0.0	0.0	9.9
Cycle Queue Clearance Time (g _c), s	21.0	0.0		15.2			0.0		6.3	0.0	0.0	9.9
Green Ratio (g/C)	0.35			0.35					0.52	0.52	0.52	0.52
Capacity (c), veh/h	225			601					877	120	982	
Volume-to-Capacity Ratio (X)	0.475	0.000		0.689			0.000		0.345	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	65.4	0		181.8			0		89.5	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	2.6	0.0		7.3			0.0		3.6	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.44	0.00		0.00			0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	27.1			17.6					8.5	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.6	0.0		2.8			0.0		1.1	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0			0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.7			20.4					9.6	0.0	0.0	
Level of Service (LOS)	C			C			A			A		
Approach Delay, s/veh / LOS	18.9	B		20.4	C		9.5	A				A
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.2	A	1.0	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM EXISTING.xus				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	163	279	2	72	138	28	1	935	104	21	564	107

Signal Information														
Cycle, s	60.0	Reference Phase	6											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	31.8	20.2	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

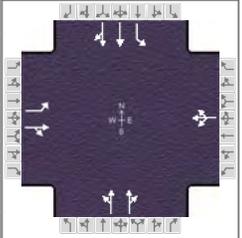
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		24.2		24.2		35.8		35.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g_s), s		17.3		9.5				
Green Extension Time (g_e), s		1.6		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	163	280			231		554		460	0	0	322
Adjusted Saturation Flow Rate (s), veh/h/ln	1178	1874			1443		1900		1575	565	1900	1753
Queue Service Time (g_s), s	7.4	6.8			1.8		0.0		11.6	0.0	0.0	11.0
Cycle Queue Clearance Time (g_c), s	15.3	6.8			7.5		12.2		11.6	0.0	0.0	11.0
Green Ratio (g/C)	0.34	0.34			0.34		0.53		0.53	0.53	0.53	0.53
Capacity (c), veh/h	389	674			597		1024		799	120	964	
Volume-to-Capacity Ratio (X)	0.419	0.416			0.387		0.542		0.575	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	82.4	104.2			87.7		170.1		150.2	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.3	4.2			3.5		6.8		6.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.55	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.7	14.5			14.3		10.3		10.1	0.0	0.0	
Incremental Delay (d_2), s/veh	0.3	0.2			0.2		2.1		3.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.0	14.6			14.5		12.4		13.2	0.0	0.0	
Level of Service (LOS)	C	B			B		B		B			A
Approach Delay, s/veh / LOS	17.0		B	14.5		B	12.7		B			A
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.2	A	0.9	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM EXISTING+PRO		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	297	2	80	148	34	1	935	118	32	564	107

Signal Information				Phase Diagram								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	30.5	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

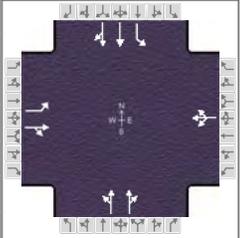
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		25.5		25.5		34.5		34.5
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		18.2		10.4				
Green Extension Time (g _e), s		1.8		1.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	163	298			255		565		463	0	0	322
Adjusted Saturation Flow Rate (s), veh/h/ln	1167	1875			1422		1900		1558	558	1900	1753
Queue Service Time (g _s), s	7.4	7.0			2.5		0.0		12.4	0.0	0.0	11.0
Cycle Queue Clearance Time (g _c), s	16.2	7.0			8.4		13.1		12.4	0.0	0.0	11.0
Green Ratio (g/C)	0.36	0.36			0.36		0.51		0.51	0.51	0.51	0.51
Capacity (c), veh/h	395	716			622		981		755	120	920	
Volume-to-Capacity Ratio (X)	0.413	0.416			0.410		0.576		0.614	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	81.7	105.9			92		185.8		163.1	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.3	4.2			3.7		7.4		6.5	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.54	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.4	13.6			13.7		11.3		11.2	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.1			0.2		2.5		3.8	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.6	13.8			13.8		13.8		14.9	0.0	0.0	
Level of Service (LOS)	C	B			B		B		B			A
Approach Delay, s/veh / LOS	16.2	B		13.8	B		14.3	B				A
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.2	A	0.9	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM FUT WO PROJ.				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	168	288	2	89	143	29	1	1002	116	22	731	111

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	29.7	22.3	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

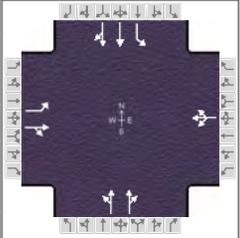
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		26.3		26.3		33.7		33.7
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		19.1		10.8				
Green Extension Time (g _e), s		1.8		1.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	168	289			254		599		494	0	0	408
Adjusted Saturation Flow Rate (s), veh/h/ln	1179	1874			1375		1900		1565	525	1900	1766
Queue Service Time (g _s), s	7.6	6.6			3.2		0.0		13.9	0.0	0.0	14.7
Cycle Queue Clearance Time (g _c), s	17.1	6.6			8.8		14.6		13.9	0.0	0.0	14.7
Green Ratio (g/C)	0.37	0.37			0.37		0.50		0.50	0.50	0.50	0.50
Capacity (c), veh/h	401	743			626		954		736	120	894	
Volume-to-Capacity Ratio (X)	0.419	0.389			0.406		0.628		0.671	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	83.7	100.3			95.2		208.6		185.3	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.3	4.0			3.8		8.3		7.4	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.56	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.3	12.9			13.3		12.3		12.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.1			0.2		3.2		4.9	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.6	13.1			13.5		15.5		17.0	0.0	0.0	
Level of Service (LOS)	C	B			B		B		B			A
Approach Delay, s/veh / LOS	15.8	B		13.5	B		16.2	B				A
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.2	A	0.9	A	1.4	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	1 PROSPECT & VERMONT PM FUT WITH PRO				
Project Description	FUTURE WITH PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	168	306	2	97	153	35	1	1002	130	33	731	111

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	28.7	23.3	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

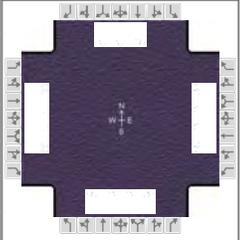
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		6.0		8.0		8.0		6.0
Phase Duration, s		27.3		27.3		32.7		32.7
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.5		3.5		0.0		0.0
Queue Clearance Time (g _s), s		19.8		11.6				
Green Extension Time (g _e), s		1.9		1.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	168	307			278		609		498	0	0	408
Adjusted Saturation Flow Rate (s), veh/h/ln	1167	1875			1365		1900		1549	518	1900	1766
Queue Service Time (g _s), s	7.6	6.9			4.0		0.0		14.8	0.0	0.0	14.7
Cycle Queue Clearance Time (g _c), s	17.8	6.9			9.6		15.5		14.8	0.0	0.0	14.7
Green Ratio (g/C)	0.39	0.39			0.39		0.48		0.48	0.48	0.48	0.48
Capacity (c), veh/h	406	778			648		918		700	120	858	
Volume-to-Capacity Ratio (X)	0.414	0.394			0.429		0.664		0.711	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	83	102.2			100.1		225.7		200.6	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	3.3	4.1			4.0		9.0		8.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.55	0.00			0.00		0.00		0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.0	12.3			12.8		13.3		13.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.3	0.1			0.2		3.8		6.3	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0		0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.2	12.4			13.0		17.1		19.3	0.0	0.0	
Level of Service (LOS)	C	B			B		B		B			A
Approach Delay, s/veh / LOS	15.2	B		13.0	B		18.1	B				A
Intersection Delay, s/veh / LOS	13.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.8	C	2.1	B	2.2	B
Bicycle LOS Score / LOS	1.3	A	0.9	A	1.4	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM EXIST.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	17	395	223	58	361	35	172	510	57	71	734	

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	60.0	Reference Phase	6	Green	0.0	5.7	15.9	13.8	8.6	0.0	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	4.0	4.0	0.0	5	6	7	8	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

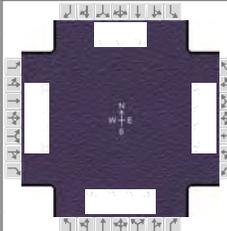
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		17.8		12.6	9.7	29.6	0.0	19.9
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		13.1		7.7	5.8			
Green Extension Time (g_e), s		0.7		0.9	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94			
Max Out Probability		1.00		0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	17	395	222	58	361	30	172	510	38	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1143	1810	1809	1354	1810	1809	1449	1810	1798	
Queue Service Time (g_s), s	0.4	5.7	11.1	1.7	5.7	1.2	3.8	5.6	0.9	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.4	5.7	11.1	1.7	5.7	1.2	3.8	5.6	0.9	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.14	0.14	0.14	0.39	0.43	0.43		0.26	
Capacity (c), veh/h	417	833	263	259	518	194	673	1544	618	3	953	
Volume-to-Capacity Ratio (X)	0.041	0.474	0.844	0.224	0.697	0.155	0.255	0.330	0.061	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.6	92.5	150.4	30.7	96.5	15.7	60.2	88	12.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	3.7	6.0	1.2	3.9	0.6	2.4	3.5	0.5	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.9	20.0	22.1	22.8	24.5	22.5	12.2	11.5	10.1	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.2	17.4	0.2	0.6	0.1	0.1	0.6	0.2	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	18.0	20.1	39.5	22.9	25.1	22.7	12.3	12.1	10.3	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	26.8		C	24.7		C	12.0		B	0.0		
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.1	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM EXIST+PROJ.xus		
Project Description	EXISTING+PROJ				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	17	395	223	58	361	35	172	515	57	71	734	

Signal Information			
Cycle, s	60.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

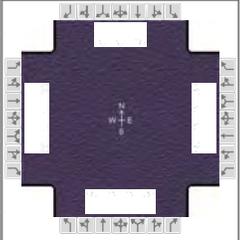
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		17.8		12.6	9.7	29.6	0.0	19.9
Change Period, (Y+R _c), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g _s), s		0.0		0.0	0.0	0.0	0.0	0.0
Green Extension Time (g _e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		0.00		0.00	0.00	0.00	0.00	0.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g _s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g _c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.14	0.14	0.14	0.39	0.43	0.43		0.26	
Capacity (c), veh/h	417	833	263	259	518	194	673	1544	618	3	953	
Volume-to-Capacity Ratio (X)	0.041	0.474	0.844	0.224	0.697	0.155	0.255	0.334	0.061	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.6	92.5	150.4	30.7	96.5	15.7	60.2	88.7	12.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	3.7	6.0	1.2	3.9	0.6	2.4	3.5	0.5	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	17.9	20.0	22.1	22.8	24.5	22.5	12.2	11.5	10.1	0.0	0.0	
Incremental Delay (d ₂), s/veh	0.0	0.2	17.4	0.2	0.6	0.1	0.1	0.6	0.2	0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	18.0	20.1	39.5	22.9	25.1	22.7	12.3	12.1	10.3	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	26.8		C	24.7		C	12.0		B	0.0		
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0		C	2.9		C	2.9		C	2.9		C
Bicycle LOS Score / LOS	1.0		A	0.9		A	1.1		A	1.2		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM FUT WO.xus		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	422	230	60	380	36	178	550	59	73	781	

Signal Information				Signal Timing (s)								Signal Phases											
Cycle, s	60.0	Reference Phase	6	Green	0.0	5.9	15.1	14.1	8.9	0.0	Yellow	4.0	4.0	4.0	4.0	4.0	0.0	Red	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End																				
Uncoordinated	No	Simult. Gap E/W	On																				
Force Mode	Fixed	Simult. Gap N/S	On																				

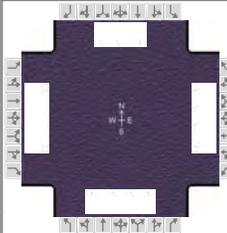
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		18.1		12.9	9.9	29.0	0.0	19.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		13.4		8.0	6.0			
Green Extension Time (g_e), s		0.7		0.9	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95			
Max Out Probability		1.00		0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	21	422	229	60	380	31	178	550	40	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1150	1810	1809	1361	1810	1809	1448	1810	1798	
Queue Service Time (g_s), s	0.5	6.1	11.4	1.8	6.0	1.2	4.0	6.3	1.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.5	6.1	11.4	1.8	6.0	1.2	4.0	6.3	1.0	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.15	0.15	0.15	0.38	0.42	0.42		0.25	
Capacity (c), veh/h	424	849	270	269	538	202	661	1508	604	3	903	
Volume-to-Capacity Ratio (X)	0.049	0.497	0.849	0.223	0.707	0.153	0.269	0.365	0.066	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	9.3	97.7	156.9	31.4	100.2	16.1	64.1	96.3	13.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.4	3.9	6.3	1.3	4.0	0.6	2.6	3.9	0.6	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.8	19.9	21.9	22.5	24.3	22.3	12.7	12.0	10.5	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.2	18.7	0.2	0.6	0.1	0.1	0.7	0.2	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	17.8	20.1	40.6	22.6	24.9	22.4	12.8	12.7	10.7	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	27.0	C		24.5	C		12.6	B		0.0		
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.1	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT AM FUT WITH.xus		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	422	230	60	380	36	178	555	59	73	789	

Signal Information												
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	0.0	5.9	15.1	14.1	8.9	0.0				
		Yellow	4.0	4.0	4.0	4.0	4.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

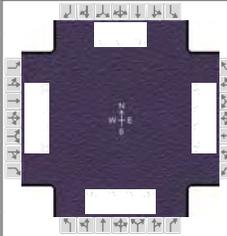
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		18.1		12.9	9.9	29.0	0.0	19.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		13.4		8.0	6.0			
Green Extension Time (g_e), s		0.7		0.9	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95			
Max Out Probability		1.00		0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	21	422	229	60	380	31	178	555	40	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1150	1810	1809	1361	1810	1809	1448	1810	1798	
Queue Service Time (g_s), s	0.5	6.1	11.4	1.8	6.0	1.2	4.0	6.3	1.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.5	6.1	11.4	1.8	6.0	1.2	4.0	6.3	1.0	0.0	0.0	
Green Ratio (g/C)	0.23	0.23	0.23	0.15	0.15	0.15	0.38	0.42	0.42		0.25	
Capacity (c), veh/h	424	849	270	269	538	202	661	1508	604	3	903	
Volume-to-Capacity Ratio (X)	0.049	0.497	0.849	0.223	0.707	0.153	0.269	0.368	0.066	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	9.3	97.7	156.9	31.4	100.2	16.1	64.1	97.3	13.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.4	3.9	6.3	1.3	4.0	0.6	2.6	3.9	0.6	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.8	19.9	21.9	22.5	24.3	22.3	12.7	12.1	10.5	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.2	18.7	0.2	0.6	0.1	0.1	0.7	0.2	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	17.8	20.1	40.6	22.6	24.9	22.4	12.8	12.7	10.7	0.0	0.0	
Level of Service (LOS)	B	C	D	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	27.0	C		24.5	C		12.6	B		0.0		
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.1	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM EXIST.xus				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	16	463	224	88	406	73	236	939	121	73	565	

Signal Information				Signal Timing (s)									
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End	Green	0.0	7.7	14.7	12.1	9.6	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0			

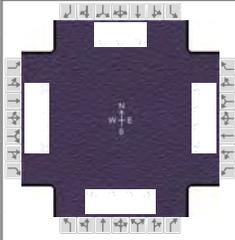
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.1		13.6	11.7	30.4	0.0	18.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		11.0		8.4	7.3			
Green Extension Time (g_e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.55		0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	16	463	168	88	406	55	236	939	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1058	1810	1809	1219	1810	1809	1499	1810	1798	
Queue Service Time (g_s), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	11.8	2.2	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	11.8	2.2	0.0	0.0	
Green Ratio (g/C)	0.20	0.20	0.20	0.16	0.16	0.16	0.41	0.44	0.44	0.10	0.24	
Capacity (c), veh/h	364	729	213	288	577	194	704	1589	658	3	879	
Volume-to-Capacity Ratio (X)	0.044	0.635	0.789	0.305	0.704	0.283	0.335	0.591	0.138	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.5	111.8	103.7	46.2	104.9	28.9	81.8	161.8	30.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	4.5	4.1	1.8	4.2	1.2	3.3	6.5	1.2	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	19.3	21.9	22.7	22.3	23.9	22.2	12.2	12.7	10.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.3	7.9	0.2	0.6	0.3	0.1	1.6	0.4	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.3	22.3	30.6	22.5	24.5	22.5	12.3	14.4	10.5	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.4	C		24.0	C		13.7	B		0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.5	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM EXIST.xus		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	16	463	224	88	406	73	236	953	121	73	577	

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	7.7	14.7	12.1	9.6	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

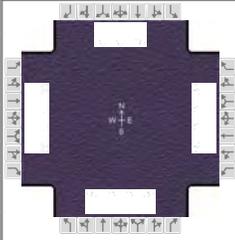
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.1		13.6	11.7	30.4	0.0	18.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		11.0		8.4	7.3			
Green Extension Time (g_e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.55		0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	16	463	168	88	406	55	236	953	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1058	1810	1809	1219	1810	1809	1499	1810	1798	
Queue Service Time (g_s), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	12.0	2.2	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.4	7.0	9.0	2.6	6.4	2.4	5.3	12.0	2.2	0.0	0.0	
Green Ratio (g/C)	0.20	0.20	0.20	0.16	0.16	0.16	0.41	0.44	0.44	0.10	0.24	
Capacity (c), veh/h	364	729	213	288	577	194	704	1589	658	3	879	
Volume-to-Capacity Ratio (X)	0.044	0.635	0.789	0.305	0.704	0.283	0.335	0.600	0.138	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	7.5	111.8	103.7	46.2	104.9	28.9	81.8	164.9	30.8	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.3	4.5	4.1	1.8	4.2	1.2	3.3	6.6	1.2	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	19.3	21.9	22.7	22.3	23.9	22.2	12.2	12.8	10.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.3	7.9	0.2	0.6	0.3	0.1	1.7	0.4	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.3	22.3	30.6	22.5	24.5	22.5	12.3	14.5	10.5	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.4		C	24.0		C	13.8		B	0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.5	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM FUT WO PROJ.xus		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	19	487	231	91	434	75	244	988	121	73	577	

Signal Information				Signal Timing (s)									
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End	Green	0.0	8.0	13.5	12.4	10.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0			

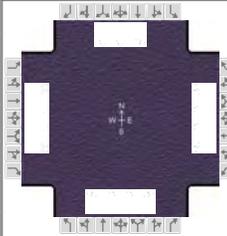
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.4		14.0	12.0	29.5	0.0	17.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		11.4		8.8	7.7			
Green Extension Time (g_e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.65		0.02	0.02			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	19	487	175	91	434	57	244	988	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1061	1810	1809	1234	1810	1809	1499	1810	1798	
Queue Service Time (g_s), s	0.5	7.4	9.4	2.6	6.8	2.4	5.7	13.0	2.2	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.5	7.4	9.4	2.6	6.8	2.4	5.7	13.0	2.2	0.0	0.0	
Green Ratio (g/C)	0.21	0.21	0.21	0.17	0.17	0.17	0.39	0.43	0.43	0.10	0.23	
Capacity (c), veh/h	375	750	220	303	606	207	686	1539	637	3	810	
Volume-to-Capacity Ratio (X)	0.051	0.649	0.796	0.300	0.717	0.276	0.356	0.642	0.143	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	8.8	116.2	109.5	47.2	110.3	29.5	86.3	178.1	32	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.4	4.6	4.4	1.9	4.4	1.2	3.5	7.1	1.3	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	19.1	21.8	22.6	21.9	23.6	21.8	12.9	13.6	10.5	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.4	9.3	0.2	0.6	0.3	0.1	2.1	0.5	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.1	22.2	31.8	22.1	24.2	22.1	13.0	15.7	11.0	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.6	C		23.7	C		14.9	B		0.0		
Intersection Delay, s/veh / LOS	19.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	1.0	A	1.6	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	VERMONT AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	HOLLYWOOD BL	File Name	2HWD & VERMONT PM FUT WITH PROJ.xus		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	19	487	231	91	434	75	244	1002	121	73	642	

Signal Information												
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	0.0	8.0	13.5	12.4	10.0	0.0				
		Yellow	4.0	4.0	4.0	4.0	4.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

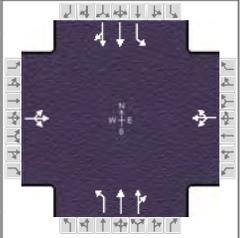
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		9.0	1.1	3.0	2.0	4.0
Phase Duration, s		16.4		14.0	12.0	29.5	0.0	17.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s		3.6		3.3	3.3	0.0	0.0	0.0
Queue Clearance Time (g_s), s		11.4		8.8	7.7			
Green Extension Time (g_e), s		1.0		1.2	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00			
Max Out Probability		0.65		0.02	0.02			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	
Adjusted Flow Rate (v), veh/h	19	487	175	91	434	57	244	1002	91	0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809	1061	1810	1809	1234	1810	1809	1499	1810	1798	
Queue Service Time (g_s), s	0.5	7.4	9.4	2.6	6.8	2.4	5.7	13.2	2.2	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.5	7.4	9.4	2.6	6.8	2.4	5.7	13.2	2.2	0.0	0.0	
Green Ratio (g/C)	0.21	0.21	0.21	0.17	0.17	0.17	0.39	0.43	0.43	0.10	0.23	
Capacity (c), veh/h	375	750	220	303	606	207	686	1539	637	3	810	
Volume-to-Capacity Ratio (X)	0.051	0.649	0.796	0.300	0.717	0.276	0.356	0.651	0.143	0.000	0.000	
Back of Queue (Q), ft/ln (85 th percentile)	8.8	116.2	109.5	47.2	110.3	29.5	86.3	181.5	32	0	0	
Back of Queue (Q), veh/ln (85 th percentile)	0.4	4.6	4.4	1.9	4.4	1.2	3.5	7.3	1.3	0.0	0.0	
Queue Storage Ratio (RQ) (85 th percentile)	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	19.1	21.8	22.6	21.9	23.6	21.8	12.9	13.7	10.5	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.4	9.3	0.2	0.6	0.3	0.1	2.2	0.5	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	19.1	22.2	31.8	22.1	24.2	22.1	13.0	15.9	11.0	0.0	0.0	
Level of Service (LOS)	B	C	C	C	C	C	B	B	B			
Approach Delay, s/veh / LOS	24.6		C	23.7		C	15.0		B	0.0		
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.9	C	3.0	C
Bicycle LOS Score / LOS	1.0	A	1.0	A	1.6	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	99	107	45	38	189	25	44	463	12	22	723	134

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

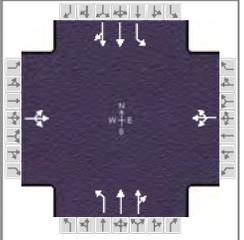
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		13.9		16.1		30.0		30.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g _s), s		0.0		0.0		0.0		0.0
Green Extension Time (g _e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	0			0			0			0		
Adjusted Saturation Flow Rate (s), veh/h/ln	0			0			0			0		
Queue Service Time (g _s), s	0.0			0.0			0.0			0.0		
Cycle Queue Clearance Time (g _c), s	0.0			0.0			0.0			0.0		
Green Ratio (g/C)	0.16			0.20			0.43			0.43		
Capacity (c), veh/h	295			375			120			740		
Volume-to-Capacity Ratio (X)	0.834			0.657			0.000			0.030		
Back of Queue (Q), ft/ln (85 th percentile)	163.7			127.8			0			8.4		
Back of Queue (Q), veh/ln (85 th percentile)	6.5			5.1			0.0			0.3		
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00			0.17		
Uniform Delay (d ₁), s/veh	24.3			22.0			0.0			12.7		
Incremental Delay (d ₂), s/veh	15.7			3.4			0.0			0.1		
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0			0.0		
Control Delay (d), s/veh	40.0			25.4			0.0			12.8		
Level of Service (LOS)	D			C			A			B		
Approach Delay, s/veh / LOS	40.0	D		25.4	C		A			14.7	B	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	0.9	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM EXISTING+PR		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	100	111	50	38	191	25	46	463	12	22	723	135

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	60.0	Reference Phase	6	Green	26.0	10.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On															

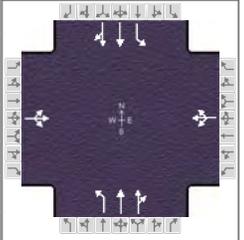
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		14.2		15.8		30.0		30.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		10.3		13.8				
Green Extension Time (g _e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.99		0.98				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	256			248			0	0	236	22	425	400
Adjusted Saturation Flow Rate (s), veh/h/ln	1789			1853			674	1900	1887	1758	1900	1789
Queue Service Time (g _s), s	8.3			7.4			0.0	0.0	4.9	0.5	9.8	9.8
Cycle Queue Clearance Time (g _c), s	8.3			7.4			0.0	0.0	4.9	5.4	9.8	9.8
Green Ratio (g/C)	0.17			0.20			0.43	0.43	0.43	0.43	0.43	0.43
Capacity (c), veh/h	305			364			120	823		740	823	775
Volume-to-Capacity Ratio (X)	0.841			0.681			0.000	0.000	0.000	0.030	0.516	0.516
Back of Queue (Q), ft/ln (85 th percentile)	173.3			132.5			0	0	0	8.4	151.6	145.4
Back of Queue (Q), veh/ln (85 th percentile)	6.9			5.3			0.0	0.0	0.0	0.3	6.1	5.8
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d ₁), s/veh	24.1			22.4			0.0	0.0		12.7	12.4	12.4
Incremental Delay (d ₂), s/veh	17.5			4.3			0.0	0.0	0.0	0.1	2.3	2.5
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.6			26.7			0.0	0.0		12.8	14.7	14.9
Level of Service (LOS)	D			C					A	B	B	B
Approach Delay, s/veh / LOS	41.6		D	26.7		C			A	14.8		B
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.9	A	0.9	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM FUTURE WO P				
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	138	148	75	39	227	45	58	490	12	31	851	154

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	20.0	13.6	14.4	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

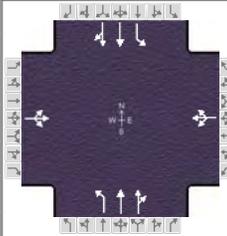
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		17.6		18.4		24.0		24.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		13.6		16.4				
Green Extension Time (g _e), s		0.0		0.0		0.0		0.0
Phase Call Probability		1.00		0.99				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	356			305			0	0	250	31	501	471
Adjusted Saturation Flow Rate (s), veh/h/ln	1784			1836			588	1900	1888	1747	1900	1787
Queue Service Time (g _s), s	11.6			9.1			0.0	0.0	6.1	0.8	14.3	14.3
Cycle Queue Clearance Time (g _c), s	11.6			9.1			0.0	0.0	6.1	6.9	14.3	14.3
Green Ratio (g/C)	0.23			0.24			0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	404			441			120	633		525	633	596
Volume-to-Capacity Ratio (X)	0.881			0.691			0.000	0.000	0.000	0.059	0.791	0.791
Back of Queue (Q), ft/ln (85 th percentile)	238.5			151.1			0	0	0	15.2	252.1	242.4
Back of Queue (Q), veh/ln (85 th percentile)	9.5			6.0			0.0	0.0	0.0	0.6	10.1	9.7
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00	0.00	0.00	0.30	0.00	0.00
Uniform Delay (d ₁), s/veh	22.4			20.8			0.0	0.0		18.0	18.1	18.1
Incremental Delay (d ₂), s/veh	22.0			3.9			0.0	0.0	0.0	0.2	10.5	11.1
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.5			24.7			0.0	0.0		18.2	28.6	29.2
Level of Service (LOS)	D			C					A	B	C	C
Approach Delay, s/veh / LOS	44.5	D		24.7	C			A		28.5	C	
Intersection Delay, s/veh / LOS	27.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.1	A	1.0	A	0.9	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST AM FUTURE WITH		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	139	152	80	39	229	45	60	490	12	31	851	155

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	20.0	13.9	14.1	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

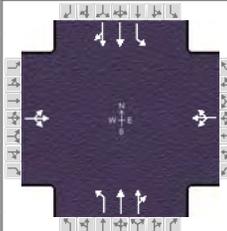
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		17.9		18.1		24.0		24.0
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		13.9		16.1				
Green Extension Time (g _e), s		0.0		0.0		0.0		0.0
Phase Call Probability		1.00		0.99				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	366			307			0	0	250	31	501	472
Adjusted Saturation Flow Rate (s), veh/h/ln	1782			1836			587	1900	1888	1747	1900	1787
Queue Service Time (g _s), s	11.9			9.2			0.0	0.0	6.1	0.8	14.3	14.3
Cycle Queue Clearance Time (g _c), s	11.9			9.2			0.0	0.0	6.1	6.9	14.3	14.3
Green Ratio (g/C)	0.23			0.24			0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	413			432			120	633		525	633	596
Volume-to-Capacity Ratio (X)	0.887			0.711			0.000	0.000	0.000	0.059	0.792	0.792
Back of Queue (Q), ft/ln (85 th percentile)	250			155.7			0	0	0	15.2	252.6	242.8
Back of Queue (Q), veh/ln (85 th percentile)	10.0			6.2			0.0	0.0	0.0	0.6	10.1	9.7
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.00	0.00	0.00	0.30	0.00	0.00
Uniform Delay (d ₁), s/veh	22.3			21.1			0.0	0.0		18.0	18.1	18.1
Incremental Delay (d ₂), s/veh	23.8			4.8			0.0	0.0	0.0	0.2	10.5	11.2
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.1			25.8			0.0	0.0		18.2	28.6	29.3
Level of Service (LOS)	D			C					A	B	C	C
Approach Delay, s/veh / LOS	46.1		D	25.8		C			A	28.6		C
Intersection Delay, s/veh / LOS	27.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.1	A	1.0	A	0.9	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	182	232	47	26	96	31	44	796	45	23	426	55

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	25.4	16.4	6.2	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

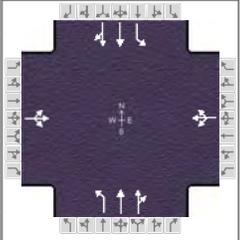
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		20.4		10.2		29.4		29.4
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		16.2		6.6				
Green Extension Time (g _e), s		0.2		0.2		0.0		0.0
Phase Call Probability		1.00		0.91				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	449			142			44	420	410	0	0	232
Adjusted Saturation Flow Rate (s), veh/h/ln	1828			1787			1728	1900	1855	671	1900	1816
Queue Service Time (g _s), s	14.2			4.6			1.1	9.8	9.8	0.0	0.0	7.0
Cycle Queue Clearance Time (g _c), s	14.2			4.6			8.1	9.8	9.8	0.0	0.0	7.0
Green Ratio (g/C)	0.27			0.10			0.42	0.42	0.42	0.42	0.42	0.42
Capacity (c), veh/h	500			185			648	803	784	120	803	
Volume-to-Capacity Ratio (X)	0.897			0.768			0.068	0.523	0.523	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	273.3			85.2			18.8	153.8	151.2	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	10.9			3.4			0.8	6.2	6.0	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.31	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	21.0			26.2			14.8	12.8	12.8	0.0	0.0	
Incremental Delay (d ₂), s/veh	19.0			2.6			0.2	2.4	2.5	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.0			28.8			15.0	15.3	15.3	0.0	0.0	
Level of Service (LOS)	D			C			B	B	B			A
Approach Delay, s/veh / LOS	40.0	D		28.8	C		15.3	B				A
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.2	A	0.7	A	1.2	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM EXISTING+PR		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	184	236	55	26	101	31	49	796	45	23	426	58

Signal Information				Signal Phases									
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green	24.7	16.9	6.4	0.0	0.0	0.0	0.0	1	2	3	4
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8

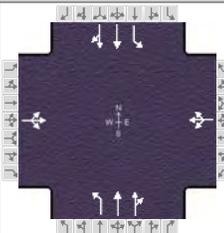
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		20.9		10.4		28.7		28.7
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		16.7		6.8				
Green Extension Time (g _e), s		0.2		0.2		0.0		0.0
Phase Call Probability		1.00		0.91				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	463			147			49	420	410	0	0	234
Adjusted Saturation Flow Rate (s), veh/h/ln	1822			1792			1727	1900	1855	671	1900	1812
Queue Service Time (g _s), s	14.7			4.8			1.2	10.0	10.0	0.0	0.0	7.1
Cycle Queue Clearance Time (g _c), s	14.7			4.8			8.3	10.0	10.0	0.0	0.0	7.1
Green Ratio (g/C)	0.28			0.11			0.41	0.41	0.41	0.41	0.41	0.41
Capacity (c), veh/h	513			191			627	783	764	120	783	
Volume-to-Capacity Ratio (X)	0.903			0.769			0.078	0.536	0.536	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	288.3			87.4			21.6	157.7	155	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	11.5			3.5			0.9	6.3	6.2	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.36	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	20.8			26.1			15.4	13.3	13.3	0.0	0.0	
Incremental Delay (d ₂), s/veh	21.0			2.5			0.2	2.6	2.7	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.8			28.6			15.6	16.0	16.0	0.0	0.0	
Level of Service (LOS)	D			C			B	B	B			A
Approach Delay, s/veh / LOS	41.8	D		28.6	C		16.0	B				A
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.3	A	0.7	A	1.2	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00
Urban Street	HILLHURST AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM FUTURE WO P		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	210	280	67	27	143	46	75	831	46	46	543	95

Signal Information													
Cycle, s	60.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	19.9	19.4	8.7	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

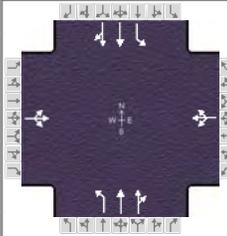
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		23.4		12.7		23.9		23.9
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		19.3		8.6				
Green Extension Time (g _e), s		0.1		0.3		0.0		0.0
Phase Call Probability		1.00		0.97				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	545			205			75	438	428	0	0	311
Adjusted Saturation Flow Rate (s), veh/h/ln	1821			1789			1722	1900	1853	649	1900	1789
Queue Service Time (g _s), s	17.3			6.6			2.3	12.0	12.0	0.0	0.0	10.7
Cycle Queue Clearance Time (g _c), s	17.3			6.6			13.0	12.0	12.0	0.0	0.0	10.7
Green Ratio (g/C)	0.32			0.14			0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	590			258			383	630	614	120	630	
Volume-to-Capacity Ratio (X)	0.923			0.794			0.196	0.696	0.696	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	345.9			111.5			44.4	204.8	201.5	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	13.8			4.5			1.8	8.2	8.1	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.74	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	19.6			24.8			22.5	17.4	17.4	0.0	0.0	
Incremental Delay (d ₂), s/veh	25.2			2.1			1.1	6.5	6.6	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.7			26.9			23.6	23.9	24.1	0.0	0.0	
Level of Service (LOS)	D			C			C	C	C			A
Approach Delay, s/veh / LOS	44.7		D	26.9		C	23.9		C			A
Intersection Delay, s/veh / LOS	26.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	Dec 2, 2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	HILLHURST AVENUE	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	PROSPECT AVENUE	File Name	3 PROSPECT & HILLHURST PM FUTURE WITH				
Project Description	FUTURE WITH PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	212	284	75	27	148	46	80	831	46	46	543	98

Signal Information				Signal Timing and Phases										
Cycle, s	60.0	Reference Phase	6											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
		Green	19.3	19.9	8.8	0.0	0.0	0.0						
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
		Red	0.0	0.0	0.0	0.0	0.0	0.0						

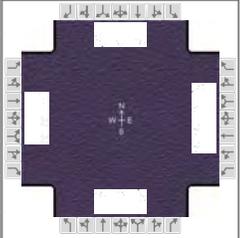
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		12.0		12.0		6.0		6.0
Phase Duration, s		23.9		12.8		23.3		23.3
Change Period, (Y+R _c), s		4.0		4.0		4.0		4.0
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g _s), s		19.8		8.8				
Green Extension Time (g _e), s		0.0		0.3		0.0		0.0
Phase Call Probability		1.00		0.97				
Max Out Probability		1.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	559			210			80	438	428	0	0	312
Adjusted Saturation Flow Rate (s), veh/h/ln	1817			1792			1720	1900	1853	649	1900	1786
Queue Service Time (g _s), s	17.8			6.8			2.5	12.2	12.2	0.0	0.0	10.8
Cycle Queue Clearance Time (g _c), s	17.8			6.8			13.3	12.2	12.2	0.0	0.0	10.8
Green Ratio (g/C)	0.33			0.15			0.32	0.32	0.32	0.32	0.32	0.32
Capacity (c), veh/h	602			264			364	611	596	120	611	
Volume-to-Capacity Ratio (X)	0.929			0.796			0.220	0.717	0.717	0.000	0.000	0.000
Back of Queue (Q), ft/ln (85 th percentile)	364.5			113.5			48.5	211	207.6	0	0	0
Back of Queue (Q), veh/ln (85 th percentile)	14.6			4.5			1.9	8.4	8.3	0.0	0.0	0.0
Queue Storage Ratio (RQ) (85 th percentile)	0.00			0.00			0.81	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	19.4			24.7			23.2	17.9	17.9	0.0	0.0	
Incremental Delay (d ₂), s/veh	27.7			2.1			1.4	7.4	7.5	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.0			26.8			24.6	25.3	25.5	0.0	0.0	
Level of Service (LOS)	D			C			C	C	C			A
Approach Delay, s/veh / LOS	47.0		D	26.8		C	25.3		C			A
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2019	Analysis Period	1 > 7:00	
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST			
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	60	23	357	337	504	164	136	232	7	245	680	135

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	12.9	26.1	12.9	22.1	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

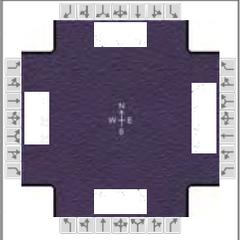
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		30.1	16.9	47.0		26.1	16.9	43.0
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.0	3.1	3.1
Queue Clearance Time (g_s), s			12.7			23.0	13.0	22.2
Green Extension Time (g_e), s		0.0	0.3	0.0		0.0	0.0	1.5
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			0.84			1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		83	357	337	356	312	136	120	119	245	424	391
Adjusted Saturation Flow Rate (s), veh/h/ln		918	1100	1387	1500	1305	681	1500	1478	1429	1500	1378
Queue Service Time (g_s), s		5.2	12.4	10.7	14.6	14.8	17.8	5.9	5.9	11.0	20.1	20.2
Cycle Queue Clearance Time (g_c), s		5.9	12.4	10.7	14.6	14.8	21.0	5.9	5.9	11.0	20.1	20.2
Green Ratio (g/C)		0.29	0.29	0.14	0.48	0.48	0.25	0.25	0.25	0.41	0.43	0.43
Capacity (c), veh/h		335	637	399	717	623	222	368	362	493	650	597
Volume-to-Capacity Ratio (X)		0.248	0.560	0.844	0.497	0.501	0.611	0.326	0.328	0.497	0.653	0.654
Back of Queue (Q), ft/ln (50 th percentile)		37.3	86	101.4	128.2	114.4	76.3	51.9	51.5	86.6	172.4	159.4
Back of Queue (Q), veh/ln (50 th percentile)		1.5	3.4	4.1	5.1	4.6	3.1	2.1	2.1	3.5	6.9	6.4
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		24.7	27.1	37.5	16.1	16.1	35.2	27.9	27.9	19.3	20.2	20.2
Incremental Delay (d_2), s/veh		1.8	3.6	9.9	2.5	2.9	3.6	0.2	0.2	0.3	1.9	2.1
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		26.4	30.7	47.4	18.6	19.0	38.8	28.1	28.1	19.6	22.0	22.2
Level of Service (LOS)		C	C	D	B	B	D	C	C	B	C	C
Approach Delay, s/veh / LOS	29.9	C		28.4	C		32.0	C		21.5	C	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.3	A	0.8	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2019	Analysis Period	1> 7:00	
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST			
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	60	23	357	337	505	165	137	234	8	246	684	139

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	12.9	26.1	13.0	22.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

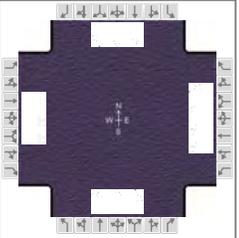
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		30.1	16.9	47.0		26.0	17.0	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.1	3.1	3.1
Queue Clearance Time (g _s), s			12.7			23.6	13.0	22.5
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.0	1.6
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			0.84			1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		83	357	337	357	313	137	122	120	246	429	394	
Adjusted Saturation Flow Rate (s), veh/h/ln		917	1100	1387	1500	1304	676	1500	1476	1429	1500	1377	
Queue Service Time (g _s), s		5.2	12.4	10.7	14.7	14.8	18.2	6.0	6.0	11.0	20.4	20.5	
Cycle Queue Clearance Time (g _c), s		5.9	12.4	10.7	14.7	14.8	21.6	6.0	6.0	11.0	20.4	20.5	
Green Ratio (g/C)		0.29	0.29	0.14	0.48	0.48	0.24	0.24	0.24	0.41	0.43	0.43	
Capacity (c), veh/h		334	637	399	717	623	219	367	361	491	650	597	
Volume-to-Capacity Ratio (X)		0.248	0.560	0.844	0.498	0.502	0.625	0.331	0.334	0.501	0.660	0.661	
Back of Queue (Q), ft/ln (50 th percentile)		37.3	86	101.4	128.6	115	78.3	52.7	52.2	86.9	175.2	162.1	
Back of Queue (Q), veh/ln (50 th percentile)		1.5	3.4	4.1	5.1	4.6	3.1	2.1	2.1	3.5	7.0	6.5	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh		24.7	27.1	37.5	16.1	16.1	35.6	28.0	28.0	19.3	20.2	20.2	
Incremental Delay (d ₂), s/veh		1.8	3.6	9.9	2.5	2.9	4.2	0.2	0.2	0.3	2.0	2.2	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		26.4	30.7	47.4	18.6	19.1	39.8	28.1	28.2	19.6	22.2	22.4	
Level of Service (LOS)		C	C	D	B	B	D	C	C	B	C	C	
Approach Delay, s/veh / LOS	29.9	C		28.4	C		32.4	C		21.7	C		
Intersection Delay, s/veh / LOS		26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.3	A	0.8	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2022	Analysis Period	1 > 7:00	
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU			
Project Description	FUTURE WO PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	84	64	387	348	565	183	170	249	7	275	805	177

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	13.3	25.7	13.0	22.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

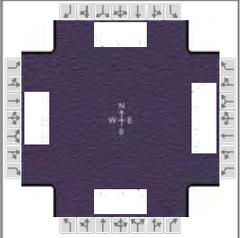
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		29.7	17.3	47.0		26.0	17.0	43.0
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.5	3.1	3.1
Queue Clearance Time (g_s), s			13.0			24.0	14.6	28.5
Green Extension Time (g_e), s		0.0	0.3	0.0		0.0	0.0	1.7
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.08

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		148	387	348	399	349	170	129	127	275	513	469
Adjusted Saturation Flow Rate (s), veh/h/ln		967	1100	1387	1500	1305	582	1500	1479	1429	1500	1371
Queue Service Time (g_s), s		9.5	13.7	11.0	17.0	17.2	12.5	6.4	6.4	12.6	26.5	26.5
Cycle Queue Clearance Time (g_c), s		11.0	13.7	11.0	17.0	17.2	22.0	6.4	6.4	12.6	26.5	26.5
Green Ratio (g/C)		0.29	0.29	0.15	0.48	0.48	0.24	0.24	0.24	0.41	0.43	0.43
Capacity (c), veh/h		339	629	410	717	623	161	367	362	484	650	594
Volume-to-Capacity Ratio (X)		0.437	0.616	0.850	0.557	0.560	1.058	0.351	0.352	0.568	0.789	0.789
Back of Queue (Q), ft/ln (85 th percentile)		117.8	147.6	159.8	214.5	194.2	424.6	94.9	94.3	154.4	324.6	302.8
Back of Queue (Q), veh/ln (85 th percentile)		4.7	5.9	6.4	8.6	7.8	17.0	3.8	3.8	6.2	13.0	12.1
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		26.6	27.9	37.4	16.7	16.8	41.9	28.1	28.1	19.8	22.0	22.0
Incremental Delay (d_2), s/veh		4.1	4.6	11.0	3.1	3.7	206.7	0.2	0.2	1.0	6.3	6.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		30.7	32.4	48.3	19.9	20.4	248.6	28.3	28.3	20.8	28.2	28.8
Level of Service (LOS)		C	C	D	B	C	F	C	C	C	C	C
Approach Delay, s/veh / LOS	31.9	C		29.1	C		116.2	F		26.8	C	
Intersection Delay, s/veh / LOS			39.9						D			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	1.4 / A	1.4 / A	0.8 / A	1.5 / A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OTC, INC			Duration, h	1.00
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	1.00
Urban Street	SUNSET BL/SUNSET A	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	HILLHURST AV/VIRGIL	File Name	4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	84	64	387	348	566	184	171	251	8	276	809	181

Signal Information													
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off	Green	13.3	25.7	13.0	22.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

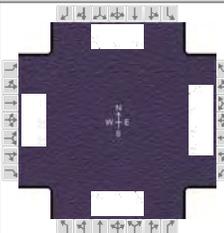
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		29.7	17.3	47.0		26.0	17.0	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		4.5	3.1	3.1
Queue Clearance Time (g _s), s			13.0			24.0	14.7	28.9
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.0	1.7
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.09

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		148	387	348	400	350	171	130	129	276	517	473	
Adjusted Saturation Flow Rate (s), veh/h/ln		966	1100	1387	1500	1304	578	1500	1477	1429	1500	1370	
Queue Service Time (g _s), s		9.5	13.7	11.0	17.1	17.2	12.1	6.5	6.5	12.7	26.9	26.9	
Cycle Queue Clearance Time (g _c), s		11.0	13.7	11.0	17.1	17.2	22.0	6.5	6.5	12.7	26.9	26.9	
Green Ratio (g/C)		0.29	0.29	0.15	0.48	0.48	0.24	0.24	0.24	0.41	0.43	0.43	
Capacity (c), veh/h		339	629	410	717	623	158	367	361	482	650	593	
Volume-to-Capacity Ratio (X)		0.437	0.616	0.850	0.559	0.561	1.083	0.355	0.357	0.572	0.796	0.796	
Back of Queue (Q), ft/ln (85 th percentile)		117.8	147.6	159.8	215.4	195	468.8	95.8	95.2	155.1	330	307.8	
Back of Queue (Q), veh/ln (85 th percentile)		4.7	5.9	6.4	8.6	7.8	18.8	3.8	3.8	6.2	13.2	12.3	
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh		26.6	27.9	37.4	16.7	16.8	42.0	28.1	28.1	19.9	22.1	22.1	
Incremental Delay (d ₂), s/veh		4.1	4.6	11.0	3.2	3.7	241.4	0.2	0.2	1.1	6.6	7.3	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		30.7	32.4	48.3	19.9	20.4	283.4	28.3	28.4	20.9	28.7	29.3	
Level of Service (LOS)		C	C	D	B	C	F	C	C	C	C	C	
Approach Delay, s/veh / LOS	31.9	C		29.1	C		129.8	F		27.2	C		
Intersection Delay, s/veh / LOS		41.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.6	B	2.8	C
Bicycle LOS Score / LOS	1.4	A	1.4	A	0.8	A	1.5	A

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	OTC, INC				Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019		Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR		PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST				
Project Description	EXISTING							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	71	648	203	404	231	200	473	29	171	614	138

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.6	30.4	9.2	25.8	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

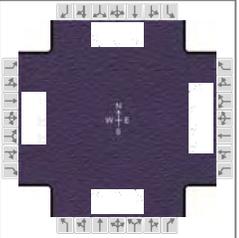
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.4	12.6	47.0		29.8	13.2	43.0
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.7	3.1	3.1
Queue Clearance Time (g_s), s			8.4			27.8	9.2	20.4
Green Extension Time (g_e), s		0.0	0.3	0.0		0.0	0.1	1.4
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.50	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		176	648	203	340	295	200	253	249	171	397	355	
Adjusted Saturation Flow Rate (s), veh/h/ln		1012	1105	1387	1500	1283	722	1500	1469	1429	1500	1340	
Queue Service Time (g_s), s		10.7	24.7	6.4	13.8	14.0	20.5	13.0	13.1	7.2	18.3	18.4	
Cycle Queue Clearance Time (g_c), s		12.1	24.7	6.4	13.8	14.0	25.8	13.0	13.1	7.2	18.3	18.4	
Green Ratio (g/C)		0.34	0.34	0.10	0.48	0.48	0.29	0.29	0.29	0.41	0.43	0.43	
Capacity (c), veh/h		405	746	266	717	613	245	430	421	354	650	581	
Volume-to-Capacity Ratio (X)		0.434	0.869	0.762	0.474	0.481	0.817	0.588	0.591	0.483	0.610	0.612	
Back of Queue (Q), ft/ln (50 th percentile)		80.7	193.3	55	120.3	106.7	144.1	116.2	114.8	57.1	154.8	139.7	
Back of Queue (Q), veh/ln (50 th percentile)		3.2	7.7	2.2	4.8	4.3	5.8	4.6	4.6	2.3	6.2	5.6	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh		23.5	27.9	39.7	15.9	15.9	36.5	27.5	27.6	19.3	19.7	19.7	
Incremental Delay (d_2), s/veh		3.4	15.1	1.7	2.3	2.7	20.4	1.4	1.5	0.4	1.2	1.4	
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		26.9	43.0	41.4	18.1	18.6	57.0	29.0	29.1	19.7	20.9	21.1	
Level of Service (LOS)		C	D	D	B	B	E	C	C	B	C	C	
Approach Delay, s/veh / LOS	39.6	D		23.9	C		37.0	D		20.7	C		
Intersection Delay, s/veh / LOS		29.7						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	1.8 / A	1.2 / A	1.1 / A	1.2 / A

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	OTC, INC				Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019		Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR		PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST				
Project Description	EXISTING+PROJECT							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	71	648	203	407	233	203	478	31	171	614	138

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.6	30.4	9.2	25.8	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

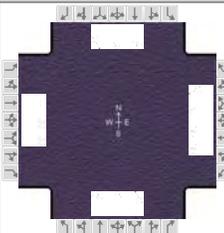
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.4	12.6	47.0		29.8	13.2	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.7	3.1	3.1
Queue Clearance Time (g _s), s			8.4			27.8	9.2	20.4
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.4
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.50	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		176	648	203	343	297	203	257	252	171	397	355	
Adjusted Saturation Flow Rate (s), veh/h/ln		1004	1105	1387	1500	1283	722	1500	1468	1429	1500	1340	
Queue Service Time (g _s), s		10.8	24.7	6.4	13.9	14.2	20.5	13.3	13.3	7.2	18.3	18.4	
Cycle Queue Clearance Time (g _c), s		12.3	24.7	6.4	13.9	14.2	25.8	13.3	13.3	7.2	18.3	18.4	
Green Ratio (g/C)		0.34	0.34	0.10	0.48	0.48	0.29	0.29	0.29	0.41	0.43	0.43	
Capacity (c), veh/h		403	746	266	717	613	245	430	421	351	650	581	
Volume-to-Capacity Ratio (X)		0.437	0.869	0.762	0.478	0.485	0.829	0.597	0.600	0.487	0.610	0.612	
Back of Queue (Q), ft/ln (50 th percentile)		81	193.3	55	121.6	108	149.6	118.7	117.1	57.1	154.8	139.7	
Back of Queue (Q), veh/ln (50 th percentile)		3.2	7.7	2.2	4.9	4.3	6.0	4.7	4.7	2.3	6.2	5.6	
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh		23.6	27.9	39.7	15.9	16.0	36.7	27.6	27.7	19.4	19.7	19.7	
Incremental Delay (d ₂), s/veh		3.5	15.1	1.7	2.3	2.8	22.7	1.6	1.7	0.4	1.2	1.4	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		27.1	43.0	41.4	18.2	18.7	59.4	29.2	29.3	19.7	20.9	21.1	
Level of Service (LOS)		C	D	D	B	B	E	C	C	B	C	C	
Approach Delay, s/veh / LOS	39.6	D		24.0	C		37.9	D		20.7	C		
Intersection Delay, s/veh / LOS		30.0						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	1.8 / A	1.2 / A	1.1 / A	1.2 / A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2022	Analysis Period	1> 7:00	
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU			
Project Description	FUTURE WO PROJ						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	106	681	210	458	267	227	517	30	184	670	163

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.9	30.1	9.8	25.2	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

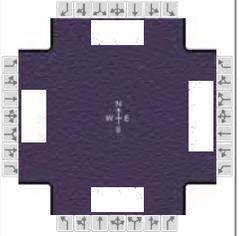
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.1	12.9	47.0		29.2	13.8	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.9	3.1	3.1
Queue Clearance Time (g _s), s			8.6			27.1	9.8	23.3
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.6
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	0.98	0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		226	681	210	390	335	227	276	271	184	441	392
Adjusted Saturation Flow Rate (s), veh/h/ln		937	1105	1387	1500	1280	669	1500	1471	1429	1500	1334
Queue Service Time (g _s), s		15.7	26.7	6.6	16.5	16.7	17.7	14.6	14.7	7.8	21.2	21.3
Cycle Queue Clearance Time (g _c), s		19.5	26.7	6.6	16.5	16.7	25.1	14.6	14.7	7.8	21.2	21.3
Green Ratio (g/C)		0.33	0.33	0.10	0.48	0.48	0.28	0.28	0.28	0.41	0.43	0.43
Capacity (c), veh/h		375	740	274	717	612	212	419	411	338	650	578
Volume-to-Capacity Ratio (X)		0.603	0.920	0.768	0.544	0.548	1.072	0.658	0.660	0.545	0.678	0.679
Back of Queue (Q), ft/ln (50 th percentile)		120.5	228.1	56.8	145.5	128	422.2	134.6	133	62.3	183.2	164.7
Back of Queue (Q), veh/ln (50 th percentile)		4.8	9.1	2.3	5.8	5.1	16.9	5.4	5.3	2.5	7.3	6.6
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		26.7	28.8	39.6	16.6	16.6	39.5	28.6	28.7	19.9	20.5	20.5
Incremental Delay (d ₂), s/veh		7.2	24.1	1.7	3.0	3.6	208.4	3.0	3.2	0.5	2.4	2.7
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		33.9	52.9	41.3	19.6	20.2	247.9	31.7	31.8	20.4	22.8	23.2
Level of Service (LOS)		C	D	D	B	C	F	C	C	C	C	C
Approach Delay, s/veh / LOS	48.1		D	24.7		C	95.1		F	22.5		C
Intersection Delay, s/veh / LOS				44.9						D		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	2.0 / A	1.3 / A	1.1 / A	1.3 / A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OTC, INC			Duration, h	1.00		
Analyst	LF	Analysis Date	12/6/2019	Area Type	Other		
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	1.00		
Urban Street	SUNSET BL/SUNSET A		Analysis Year	2022	Analysis Period	1 > 7:00	
Intersection	HILLHURST AV/VIRGIL		File Name	4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU			
Project Description	FUTURE WITH PROJ						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	106	681	210	461	269	230	522	32	186	673	166

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off	Green	8.9	30.1	9.9	25.1	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8	7	4
Case Number		7.3	2.0	4.0		6.3	1.0	4.0
Phase Duration, s		34.1	12.9	47.0		29.1	13.9	43.0
Change Period, (Y+R _c), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.9	3.1	3.1
Queue Clearance Time (g _s), s			8.6			27.0	9.9	23.5
Green Extension Time (g _e), s		0.0	0.3	0.0		0.0	0.1	1.6
Phase Call Probability			0.99			1.00	0.99	1.00
Max Out Probability			0.01			1.00	1.00	0.01

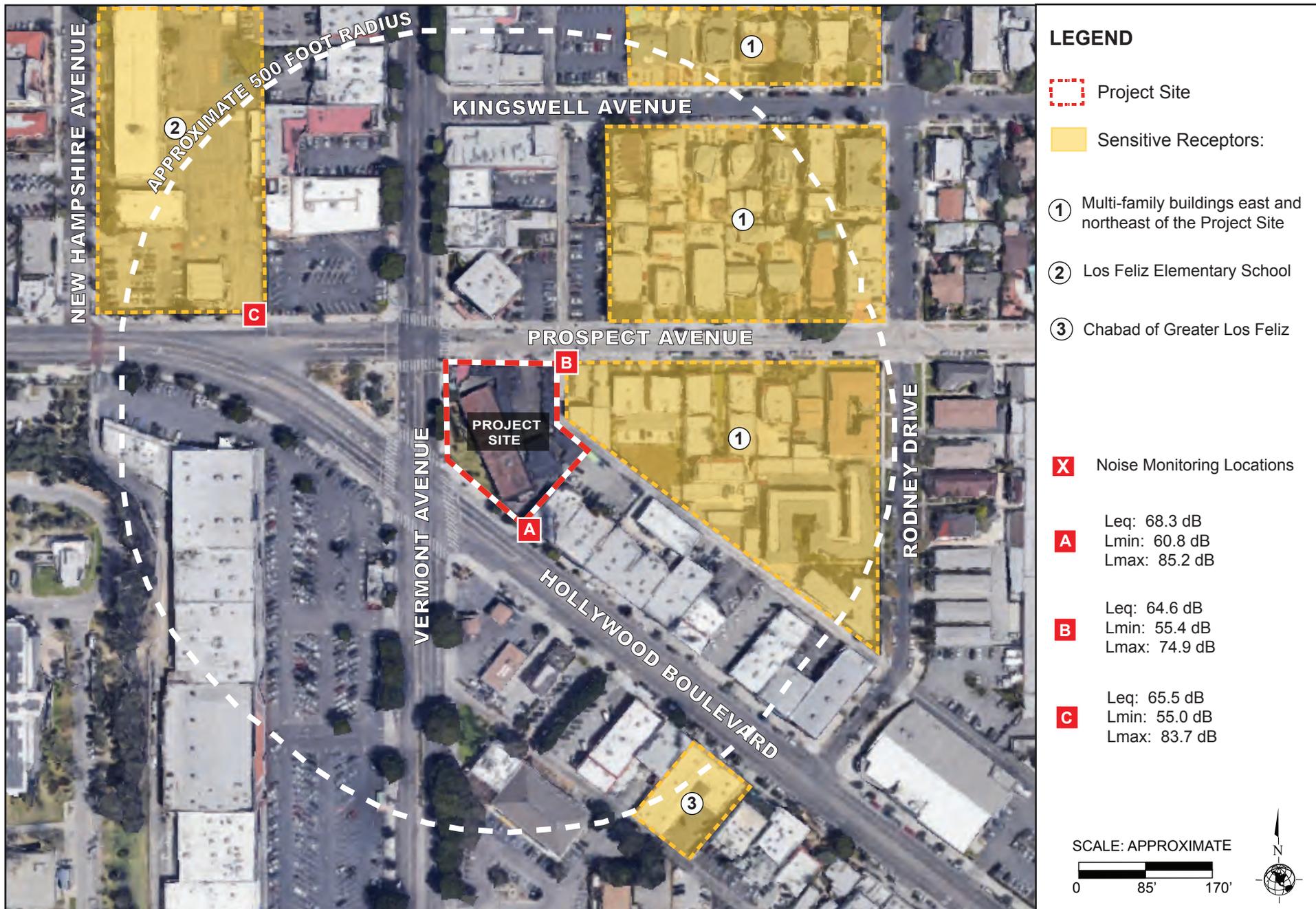
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		226	681	210	392	338	230	279	275	186	444	395
Adjusted Saturation Flow Rate (s), veh/h/ln		930	1105	1387	1500	1280	666	1500	1469	1429	1500	1333
Queue Service Time (g _s), s		15.9	26.7	6.6	16.6	16.8	17.5	14.9	14.9	7.9	21.4	21.5
Cycle Queue Clearance Time (g _c), s		19.8	26.7	6.6	16.6	16.8	25.0	14.9	14.9	7.9	21.4	21.5
Green Ratio (g/C)		0.33	0.33	0.10	0.48	0.48	0.28	0.28	0.28	0.41	0.43	0.43
Capacity (c), veh/h		373	740	274	717	612	209	417	409	335	650	578
Volume-to-Capacity Ratio (X)		0.607	0.920	0.768	0.547	0.552	1.099	0.669	0.672	0.555	0.683	0.684
Back of Queue (Q), ft/ln (50 th percentile)		120.9	228.1	56.8	147	129.3	473	138.1	136.1	63.1	185.7	166.8
Back of Queue (Q), veh/ln (50 th percentile)		4.8	9.1	2.3	5.9	5.2	18.9	5.5	5.4	2.5	7.4	6.7
Queue Storage Ratio (RQ) (50 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh		26.8	28.8	39.6	16.6	16.7	39.6	28.8	28.8	20.0	20.5	20.5
Incremental Delay (d ₂), s/veh		7.4	24.1	1.7	3.0	3.6	246.7	3.4	3.5	0.5	2.5	2.8
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		34.2	52.9	41.3	19.6	20.3	286.3	32.2	32.4	20.5	23.0	23.4
Level of Service (LOS)		C	D	D	B	C	F	C	C	C	C	C
Approach Delay, s/veh / LOS	48.2		D	24.7		C	106.8		F	22.7		C
Intersection Delay, s/veh / LOS				47.6						D		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.6 / B	2.8 / C
Bicycle LOS Score / LOS	2.0 / A	1.3 / A	1.1 / A	1.3 / A

ATTACHMENT 4

Noise Calculation Worksheets

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Source: Google Earth, Aerial View, 2019.

Figure 1
Noise Monitoring and Sensitive Receptor Location Map

Summary

File Name on Meter 831_Data.239
Serial Number 0003748
Model Model 831
Firmware Version 2.311
User Rachel Mills-Coyne
Job Description 1666 N. Vermont Ave
Location A: On the northern side of Hollywood Boulevard, just south of the Project Site
Noise Sources: Major vehicule activity, multiple shuttle buses, active pedestrian use


Measurement

Description
Start 2019-10-16 09:24:07
Stop 2019-10-16 09:39:07
Duration 00:15:00.0
Run Time 00:15:00.0
Pause 00:00:00.0

Pre Calibration 2019-10-16 09:11:26
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRM831		
Microphone Correction	Off		
Integration Method	Linear		
Gain	0.0 dB		
Overload	142.3 dB		
	A	C	Z
Under Range Peak	74.7	71.7	76.7 dB
Under Range Limit	26.0	26.2	31.4 dB
Noise Floor	16.9	17.0	22.1 dB

Results

LAeq	68.3 dB	
LAE	97.9 dB	
EA	683.244 $\mu\text{Pa}^2\text{h}$	
LZpeak (max)	2019-10-16 09:29:44	105.8 dB
LASmax	2019-10-16 09:34:19	85.2 dB
LASmin	2019-10-16 09:27:47	60.8 dB
SEA	-99.9 dB	

LAS > 65.0 dB (Exceedance Counts / Duration)	15	795.8 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	2.1 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	68.3	68.3	68.3	68.3

LCeq	78.4 dB
LAeq	68.3 dB
LCeq - LAeq	10.1 dB
LAleq	70.1 dB
LAeq	68.3 dB
LAleq - LAeq	1.8 dB

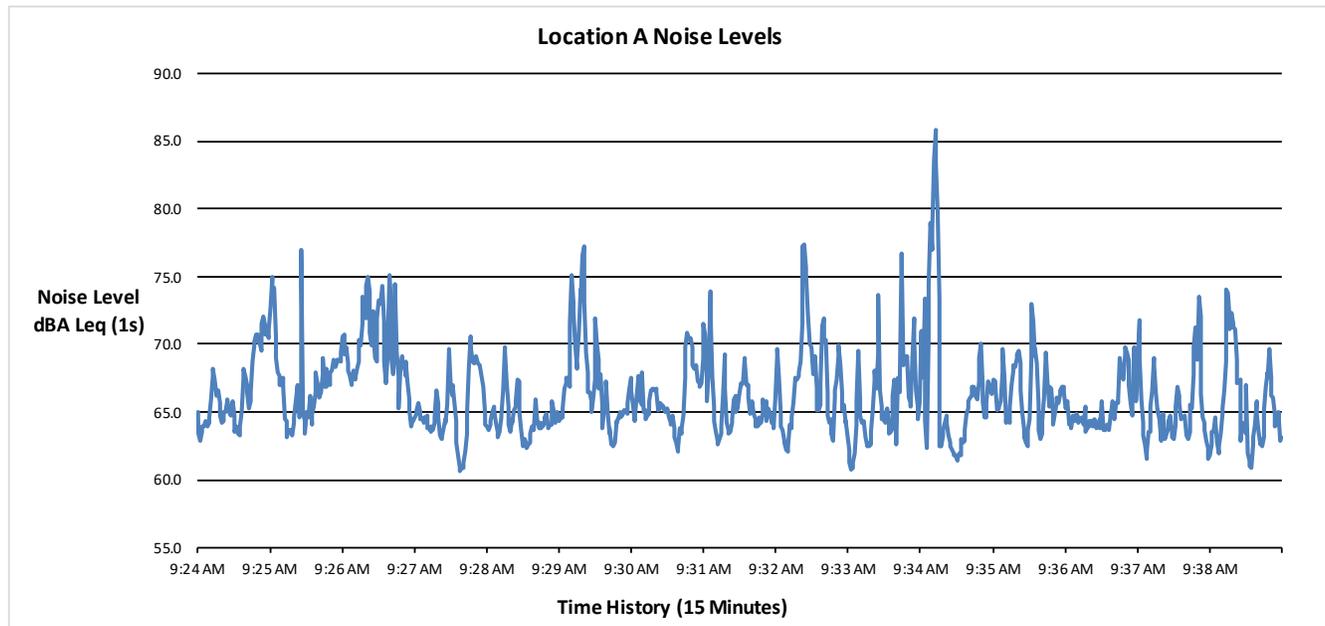
Leq
 LS(max)
 LF(max)
 LI(max)
 LS(min)
 LF(min)
 LI(min)
 LPeak(max)

A		
	dB	Time Stamp
	68.3	
	85.2	2019/10/16 9:34:19
	88.0	2019/10/16 9:34:19
	88.5	2019/10/16 9:34:19
	60.8	2019/10/16 9:27:47
	60.1	2019/10/16 9:33:10
	60.5	2019/10/16 9:38:41
	103.8	2019/10/16 9:34:18

Overloads 0
 Overload Duration 0.0 s

Statistics

LAS5.00	72.5 dB
LAS10.00	70.6 dB
LAS33.30	67.3 dB
LAS50.00	65.7 dB
LAS66.60	64.7 dB
LAS90.00	63.4 dB



Summary

File Name on Meter 831_Data.240
Serial Number 0003748
Model Model 831
Firmware Version 2.311
User Rachel Mills-Coyne
Job Description 1666 N. Vermont Ave
Location B: On the south side of Prospect Avenue, on the northeastern corner of the Project Site
Noise Sources: Moderate vehicle use, moderate pedestrian activity


Measurement

Description
Start 2019-10-16 09:56:37
Stop 2019-10-16 10:11:37
Duration 00:15:00.0
Run Time 00:15:00.0
Pause 00:00:00.0

Pre Calibration 2019-10-16 09:11:25
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight Z Weighting
Detector Slow
Preamp PRM831
Microphone Correction Off
Integration Method Linear
Gain 0.0 dB
Overload 142.3 dB

	A	C	Z
Under Range Peak	74.7	71.7	76.7 dB
Under Range Limit	26.0	26.2	31.4 dB
Noise Floor	16.9	17.0	22.1 dB

Results

LAeq 64.6 dB
LAE 94.2 dB
EA 289.072 $\mu\text{Pa}^2\text{h}$
LZpeak (max) 2019-10-16 10:03:58 101.5 dB
LASmax 2019-10-16 10:00:05 74.9 dB
LASmin 2019-10-16 09:57:41 55.4 dB
SEA -99.9 dB

LAS > 65.0 dB (Exceedance Counts / Duration) 34 257.7 s
LAS > 85.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	64.6	64.6	64.6	64.6

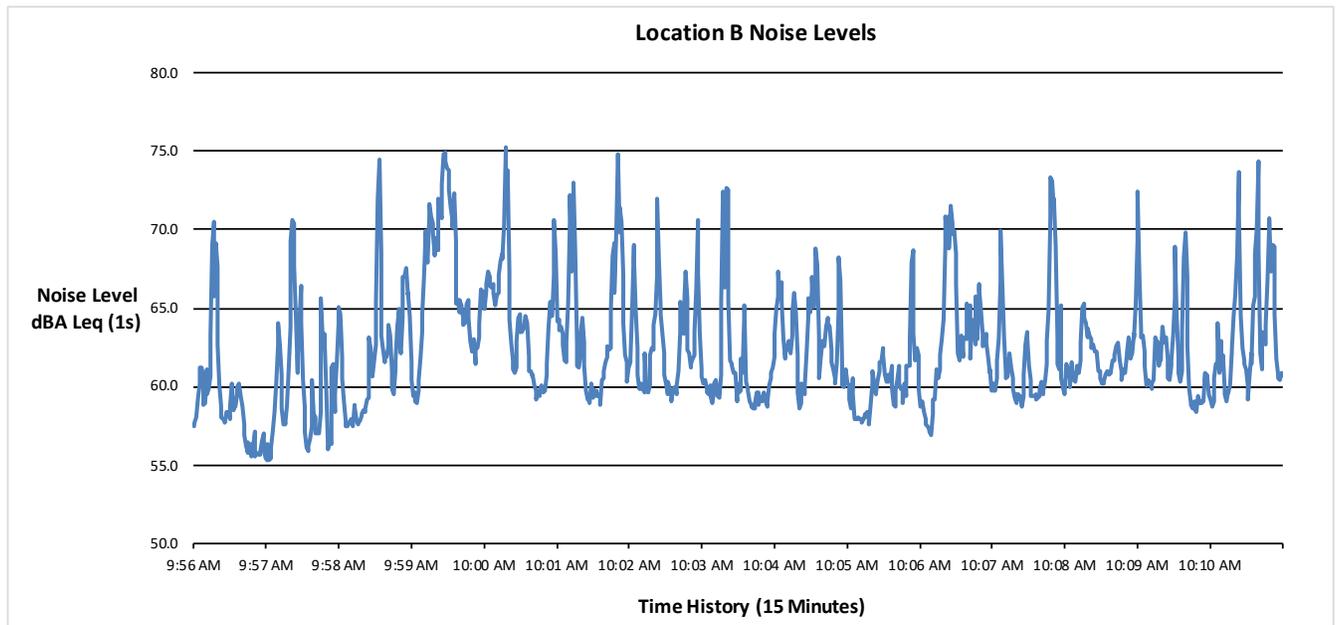
LCeq 74.5 dB
LAeq 64.6 dB
LCeq - LAeq 9.9 dB
LAeq 66.8 dB
LAeq 64.6 dB
LALeq - LAeq 2.1 dB

	A	
	dB	Time Stamp
Leq	64.6	
LS(max)	74.9	2019/10/16 10:00:05
LF(max)	77.4	2019/10/16 10:03:58
LI(max)	81.2	2019/10/16 10:03:58
LS(min)	55.4	2019/10/16 9:57:41
LF(min)	54.6	2019/10/16 9:57:37
LI(min)	55.3	2019/10/16 9:57:37
LPeak(max)	97.3	2019/10/16 10:03:58

Overloads 0
 Overload Duration 0.0 s

Statistics

LAS5.00	70.3 dB
LAS10.00	68.4 dB
LAS33.30	63.4 dB
LAS50.00	61.8 dB
LAS66.60	60.4 dB
LAS90.00	58.6 dB



Summary

File Name on Meter 831_Data.241
Serial Number 0003748
Model Model 831
Firmware Version 2.311
User Rachel Mills-Coyne
Job Description 1666 N. Vermont Ave
Location C: On the north side of the street, where Prospect Avenue merges into Hollywood Boulevard
Noise Sources: Moderate vehicle activity, moderate pedestrian activity, one shuttle


Measurement

Description
Start 2019-10-16 10:20:18
Stop 2019-10-16 10:35:18
Duration 00:15:00.0
Run Time 00:15:00.0
Pause 00:00:00.0

Pre Calibration 2019-10-16 09:11:25
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight Z Weighting
Detector Slow
Preamp PRM831
Microphone Correction Off
Integration Method Linear
Gain 0.0 dB
Overload 142.3 dB

	A	C	Z
Under Range Peak	74.7	71.7	76.7 dB
Under Range Limit	26.0	26.2	31.4 dB
Noise Floor	16.9	17.0	22.1 dB

Results

LAeq 65.5 dB
LAE 95.1 dB
EA 356.508 $\mu\text{Pa}^2\text{h}$
LZpeak (max) 2019-10-16 10:25:50 100.9 dB
LASmax 2019-10-16 10:25:52 83.7 dB
LASmin 2019-10-16 10:35:17 55.0 dB
SEA -99.9 dB

LAS > 65.0 dB (Exceedance Counts / Duration) 25 243.6 s
LAS > 85.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration) 0 0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	65.5	65.5	65.5	65.5

LCeq 75.1 dB
LAeq 65.5 dB
LCeq - LAeq 9.6 dB
LAeq 67.4 dB
LAeq 65.5 dB
LAeq - LAeq 1.9 dB

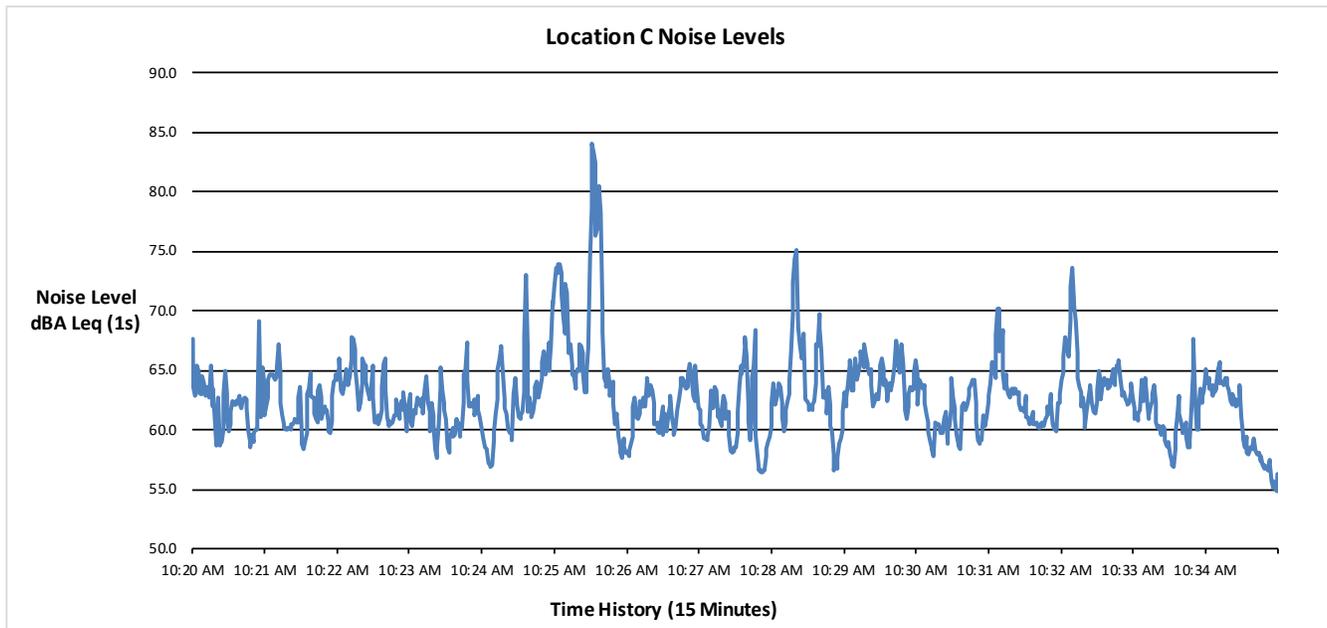
Leq
LS(max)
LF(max)
Ll(max)
LS(min)
LF(min)
Ll(min)
LPeak(max)

A	
dB	Time Stamp
65.5	
83.7	2019/10/16 10:25:52
85.4	2019/10/16 10:25:52
86.8	2019/10/16 10:25:51
55.0	2019/10/16 10:35:17
54.3	2019/10/16 10:35:17
54.5	2019/10/16 10:35:17
96.5	2019/10/16 10:25:51

Overloads 0
Overload Duration 0.0 s

Statistics

LAS5.00 68.4 dB
LAS10.00 66.1 dB
LAS33.30 63.6 dB
LAS50.00 62.5 dB
LAS66.60 61.5 dB
LAS90.00 59.2 dB



Report date: 2/1/22
 Project: 1666 N. Vermont Avenue
 Phase: Demolition

RECEPTOR #1												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Residential east and northeast of the Project Site	Residential	64.6										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Calculated (dBA)			Calculated (dBA)		
							Estimated Shielding (dBA)	*Lmax	Leq	Estimated Shielding (dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	15	85	0	85.4	78.4	20	65.4	58.4
Dozer	No	40	85	82	15	85	0	77.4	73.4	20	60.4	56.4
							Construction Noise Level (dBA Leq)			Results		
							79.6			60.5		
							Noise Level Above Ambient			15.0		
										Noise Level Above Ambient		
										-4.1		

RECEPTOR #2												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Los Feliz Elementary School	Institutional	65.5										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Calculated (dBA)			Calculated (dBA)		
							Estimated Shielding (dBA)	*Lmax	Leq	Estimated Shielding (dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	265	335	0	73.5	66.5	20	53.5	46.5
Dozer	No	40	85	82	265	335	0	65.5	61.5	20	48.5	44.5
							Construction Noise Level (dBA Leq)			Results		
							67.7			46.6		
							Noise Level Above Ambient			2.2		
										Noise Level Above Ambient		
										-16.9		

RECEPTOR #3												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Chabad of Greater Los Feliz	Institutional	68.3										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Calculated (dBA)			Calculated (dBA)		
							Estimated Shielding (dBA)	*Lmax	Leq	Estimated Shielding (dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	385	465	0	70.6	63.6	20	50.6	43.6
Dozer	No	40	85	82	385	465	0	62.6	58.7	20	45.6	41.7
							Construction Noise Level (dBA Leq)			Results		
							64.8			45.8		
							Noise Level Above Ambient			-3.5		
										Noise Level Above Ambient		
										-22.5		

- Notes:**
 1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
 2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 2/1/22
 Project: 1666 N. Vermont Avenue
 Phase: Grading/Excavation

RECEPTOR #1															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential east and northeast of the Project Site	Residential	64.6													
Equipment															
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation					
Concrete/Industrial Saw	No	20	90	90	15	85	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)				
Dozer	No	40	85	82	15	85	0	*Lmax	Leq	20	*Lmax	Leq			
							0	85.4	78.4	20	65.4	58.4			
							0	80.4	76.4	20	60.4	56.4			
								Construction Noise Level (dBA Leq)		Results		60.5			
								Noise Level Above Ambient		15.9		Noise Level Above Ambient		-4.1	

RECEPTOR #2															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Los Feliz Elementary School	Institutional	65.5													
Equipment															
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation					
Concrete/Industrial Saw	No	20	90	90	265	335	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)				
Dozer	No	40	85	82	265	335	0	*Lmax	Leq	20	*Lmax	Leq			
							0	73.5	66.5	20	53.5	46.5			
							0	68.5	64.5	20	48.5	44.5			
								Construction Noise Level (dBA Leq)		Results		48.6			
								Noise Level Above Ambient		3.1		Noise Level Above Ambient		-16.9	

RECEPTOR #3															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Chabad of Greater Los Feliz	Institutional	68.3													
Equipment															
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation					
Concrete/Industrial Saw	No	20	90	90	385	465	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)				
Dozer	No	40	85	82	385	465	0	*Lmax	Leq	20	*Lmax	Leq			
							0	70.6	63.6	20	50.6	43.6			
							0	65.6	61.7	20	42.6	38.7			
								Construction Noise Level (dBA Leq)		Results		44.8			
								Noise Level Above Ambient		-2.5		Noise Level Above Ambient		-23.5	

- Notes:**
- Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
 - Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 2/1/22
 Project: 1666 N. Vermont Avenue
 Phase: Building Construction

RECEPTOR #1															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential east and northeast of the Project Site	Residential	64.6													
Equipment							Without Attenuation			With Attenuation					
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding		Calculated (dBA)		Estimated Shielding		Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	15	85	0	76.4	68.4	20	56.4	48.4			
Generator	No	50	NA	81	15	85	0	76.4	73.4	20	56.4	53.4			
							Construction Noise Level (dBA Leq)		74.6	Results		54.6			
							Noise Level Above Ambient		10.0	Noise Level Above Ambient		-10.0			

RECEPTOR #2															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Los Feliz Elementary School	Institutional	65.5													
Equipment							Without Attenuation			With Attenuation					
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding		Calculated (dBA)		Estimated Shielding		Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	265	335	0	64.5	56.5	20	44.5	36.5			
Generator	No	50	NA	81	265	335	0	64.5	61.5	20	44.5	41.5			
							Construction Noise Level (dBA Leq)		62.7	Results		42.7			
							Noise Level Above Ambient		-2.8	Noise Level Above Ambient		-22.8			

RECEPTOR #3															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Chabad of Greater Los Feliz	Institutional	68.3													
Equipment							Without Attenuation			With Attenuation					
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding		Calculated (dBA)		Estimated Shielding		Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	385	465	0	61.6	53.7	20	41.6	33.7			
Generator	No	50	NA	81	385	465	0	61.6	58.6	20	41.6	38.6			
							Construction Noise Level (dBA Leq)		59.8	Results		39.8			
							Noise Level Above Ambient		-8.5	Noise Level Above Ambient		-28.5			

Notes:
 1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
 2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 2/1/22
 Project: 1666 N. Vermont Avenue
 Phase: Architectural Coating

RECEPTOR #1													
		Ambient/Baseline (dBA)											
Description	Land Use	Daytime											
Residential east and northeast of the Project Site	Residential	64.6											
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)		
Air Compressor	No	50	80	78	15	85	0	*Lmax	Leq	20	*Lmax	Leq	
Air Compressor	No	50	80	78	15	85	0	73.4	70.4	20	53.4	50.4	
								0	73.4	70.4	20	53.4	50.4
								Construction Noise Level (dBA Leq)		73.4	Results		53.4
								Noise Level Above Ambient		8.8	Noise Level Above Ambient		-11.2

RECEPTOR #2													
		Ambient/Baseline (dBA)											
Description	Land Use	Daytime											
Los Feliz Elementary School	Institutional	65.5											
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)		
Air Compressor	No	50	80	78	265	335	0	*Lmax	Leq	20	*Lmax	Leq	
Air Compressor	No	50	80	78	265	335	0	61.5	58.5	20	41.5	38.5	
								0	61.5	58.5	20	41.5	38.5
								Construction Noise Level (dBA Leq)		61.5	Results		41.5
								Noise Level Above Ambient		-4.0	Noise Level Above Ambient		-24.0

RECEPTOR #3													
		Ambient/Baseline (dBA)											
Description	Land Use	Daytime											
Chabad of Greater Los Feliz	Institutional	68.3											
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)		
Air Compressor	No	50	80	78	385	465	0	*Lmax	Leq	20	*Lmax	Leq	
Air Compressor	No	50	80	78	385	465	0	58.6	55.6	20	38.6	35.6	
								0	58.6	55.6	20	38.6	35.6
								Construction Noise Level (dBA Leq)		58.6	Results		38.6
								Noise Level Above Ambient		-9.7	Noise Level Above Ambient		-29.7

- Notes:**
- Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
 - Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Construction Noise Impact Summary Without Project Design Features

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase					Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		Demolition	Grading	Building	Architectural Coating			
RECEPTOR #1	64.6	79.6	80.5	74.6	73.4	69.6	10.9	
RECEPTOR #2	65.5	67.7	68.6	62.7	61.5	70.5	-1.9	
RECEPTOR #3	68.3	64.8	65.8	59.8	58.6	73.3	0.0	

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .

Construction Noise Impact Summary With Project Design Features

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase					Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		Demolition	Grading	Building	Architectural Coating			
RECEPTOR #1	64.6	60.5	60.5	54.6	53.4	69.6	0.0	
RECEPTOR #2	65.5	48.6	48.6	42.7	41.5	70.5	0.0	
RECEPTOR #3	68.3	45.8	44.8	39.8	38.6	73.3	0.0	

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .



Project: 1666 N. Vermont Avenue
Date: 4/14/22
Re: Crowd Noise Estimates

Full Capacity Noise Levels @ 3 feet

	50% Male	50% Female	50% of people	Total people
N1:Total	28.1	28.1	56.15	112.3
N2: 2nd Floor Courtyards	23.6	23.6	47.25	94.5
N3: 7th Floor Sundeck	4.5	4.5	8.9	17.8

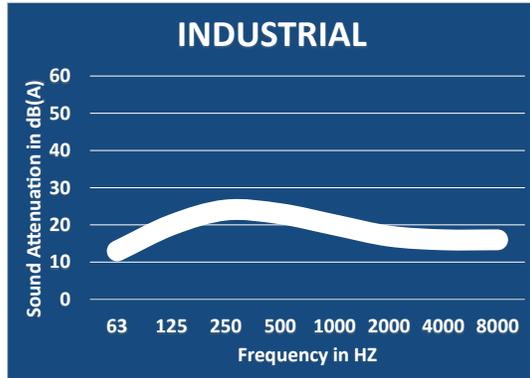
SPL(Total) = SPL(1) + 10*log(N)	Male	Female	Noise Level @ 3.3 ft	Noise Level @ 50 ft
SPL(1)	65	62		
SPL(N1): Total	79.48	76.48	81.25	56.81
SPL(N2): 2nd Floor Courtyards	78.73	75.73	80.50	56.06
SPL(N3): 7th Floor Sundeck	71.48	68.48	73.25	48.81

Note: formulas provided by Caltrans Technical Noise Supplement (September 2013)
 SPL = sound pressure level

Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

TYPICAL ATTENUATION CURVE



Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.

The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

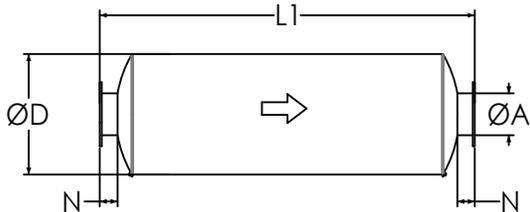
OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

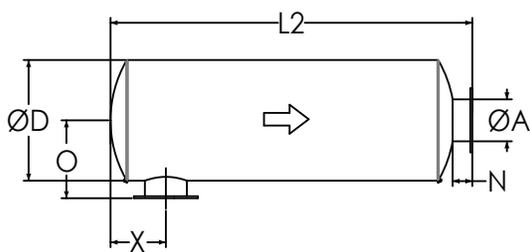
ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

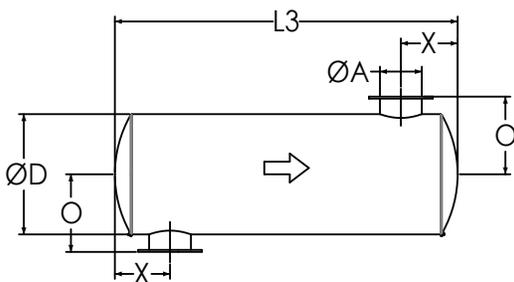
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

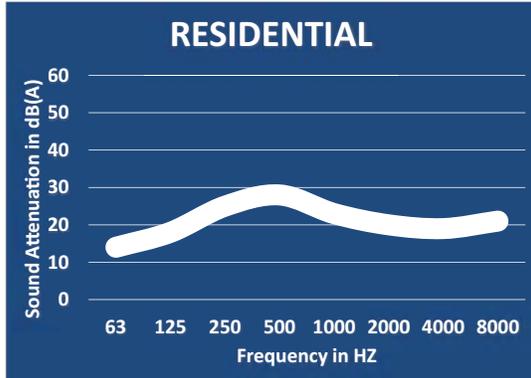
* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

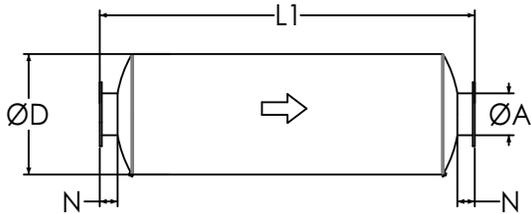
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

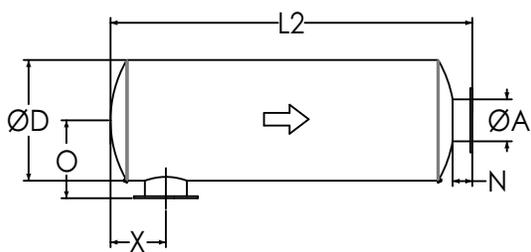
TYPICAL ATTENUATION CURVE



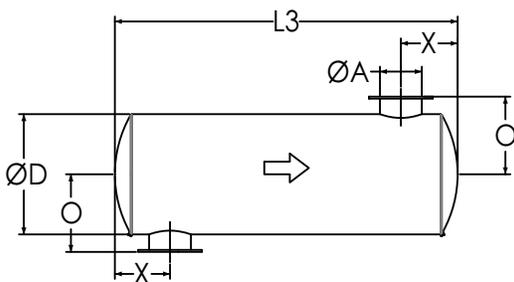
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTRS-C1	1	4	20	18	16	3	10	2	4
NTRS-C1.5	1.5	6	28	26	24	3	12	2	5
NTRS-C2	2	6	28	25	22	4	12	3	6
NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.



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QUILTED CURTAIN S.T.O.P.

Absorptive/Noise Barrier Quilted Curtains

- **For Unusual Conditions**
- **Cost Effective**
- **Water & Chemical Resistant**
- **Exterior Applications**

MATERIAL: Foam or fiberglass core, faced with quilted aluminized fabric.

PATTERN: Quilted pattern.

FEATURES: Effective and durable absorber with mass loaded vinyl barrier option.

APPLICATIONS: Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

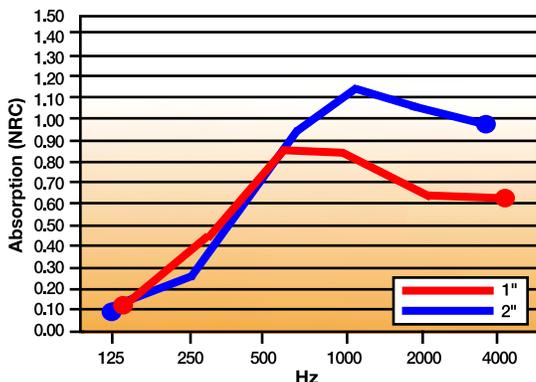
THICKNESS: 1" & 2".

NOM SIZES: BSC-25 Curtain (Quilting on both sides) standard: 48" wide and Lengths up to 25'.
BBC-13 Curtain (Quilting on one side) standard: 54" wide and Lengths up to 25'. Custom sizes also available.

COLOR: Silver (Other colors available upon request).

FLAMMABILITY: ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

INSTALLATION: Hook and loop fasteners, grommet hangers, curtain support hardware.



CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90							
Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	STC
BSC-25 w/ 1 lb. Barrier	12	10	27	40	44	43	29
BSC-25 w/ 2 lb. Barrier	19	22	28	40	56	61	33
BBC-13 w/ 1 lb. Barrier	11	10	24	30	35	35	27
BBC-13 w/ 2 lb. Barrier	19	22	28	40	56	61	33

/a/
/b/

CURTAIN S.T.O.P. Sound Absorption Coefficients							
Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	NRC
1" Fiberglass	.12	.47	.85	.84	.64	.62	.70
2" Fiberglass	.19	.99	.96	.80	.57	.33	.85

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.

/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

- Soundproofing Products • Sonex™ Ceiling & Wall Panels • Sound Control Curtains • Equipment Enclosures • Acoustical Baffles & Banners • Solid Wood & Veneer Acoustical Ceiling & Wall Systems
- Professional Audio Acoustics • Vibration & Damping Control • Fire Retardant Acoustics • Hearing Protection • Moisture & Impact Resistant Products • Floor Impact Noise Reduction
- Sound Absorbers • Noise Barriers • Fabric Wrapped Wall Panels • Acoustical Foam (Egg Crate) • Acoustical Sealants & Adhesives • Outdoor Noise Control • Assistive Listening Devices
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**The Industry's First Reusable, Indoor/
Outdoor Noise Barrier/Absorber**

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective **until now**.

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

ATTACHMENT 5

Air Quality Modeling and Greenhouse Gas Emissions Worksheets

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1666 N. Vermont - Existing Conditions Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1666 N. Vermont - Existing Conditions
Operational Year	2019
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	1666 N Vermont Ave, Los Angeles, CA 90027, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4006
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Fast Food Restaurant w/o Drive Thru	0.30	1000sqft	0.68	300	0.00	—	—	—
Automobile Care Center	8.00	1000sqft	0.00	8,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.22	2.25	19.8	0.03	0.04	2.66	2.70	0.04	0.67	0.71	19.9	3,649	3,669	2.22	0.15	1,676	5,446
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.11	2.45	17.7	0.03	0.04	2.66	2.70	0.04	0.67	0.71	19.9	3,497	3,517	2.23	0.16	1,659	5,280
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.61	1.60	11.9	0.02	0.03	1.60	1.62	0.03	0.41	0.43	19.9	2,270	2,290	2.16	0.11	1,664	4,039
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29	0.29	2.18	< 0.005	0.01	0.29	0.30	< 0.005	0.07	0.08	3.30	376	379	0.36	0.02	275	669

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.95	2.16	19.3	0.03	0.04	2.66	2.69	0.03	0.67	0.71	—	3,371	3,371	0.20	0.15	17.2	3,437
Area	0.26	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.48	1.48	< 0.005	< 0.005	—	1.49
Energy	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	265	265	0.02	< 0.005	—	266
Water	—	—	—	—	—	—	—	—	—	—	1.62	10.9	12.5	0.17	< 0.005	—	17.9
Waste	—	—	—	—	—	—	—	—	—	—	18.3	0.00	18.3	1.83	0.00	—	64.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Total	2.22	2.25	19.8	0.03	0.04	2.66	2.70	0.04	0.67	0.71	19.9	3,649	3,669	2.22	0.15	1,676	5,446
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.91	2.36	17.7	0.03	0.04	2.66	2.69	0.03	0.67	0.71	—	3,221	3,221	0.21	0.16	0.45	3,273
Area	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	265	265	0.02	< 0.005	—	266
Water	—	—	—	—	—	—	—	—	—	—	1.62	10.9	12.5	0.17	< 0.005	—	17.9
Waste	—	—	—	—	—	—	—	—	—	—	18.3	0.00	18.3	1.83	0.00	—	64.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Total	2.11	2.45	17.7	0.03	0.04	2.66	2.70	0.04	0.67	0.71	19.9	3,497	3,517	2.23	0.16	1,659	5,280
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.36	1.52	11.6	0.02	0.02	1.60	1.62	0.02	0.41	0.43	—	1,993	1,993	0.14	0.10	4.51	2,031
Area	0.24	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.02	1.02	< 0.005	< 0.005	—	1.02
Energy	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	265	265	0.02	< 0.005	—	266
Water	—	—	—	—	—	—	—	—	—	—	1.62	10.9	12.5	0.17	< 0.005	—	17.9
Waste	—	—	—	—	—	—	—	—	—	—	18.3	0.00	18.3	1.83	0.00	—	64.1

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Total	1.61	1.60	11.9	0.02	0.03	1.60	1.62	0.03	0.41	0.43	19.9	2,270	2,290	2.16	0.11	1,664	4,039
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.25	0.28	2.12	< 0.005	< 0.005	0.29	0.30	< 0.005	0.07	0.08	—	330	330	0.02	0.02	0.75	336
Area	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.17
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43.8	43.8	< 0.005	< 0.005	—	44.0
Water	—	—	—	—	—	—	—	—	—	—	0.27	1.80	2.07	0.03	< 0.005	—	2.96
Waste	—	—	—	—	—	—	—	—	—	—	3.04	0.00	3.04	0.30	0.00	—	10.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	0.29	0.29	2.18	< 0.005	0.01	0.29	0.30	< 0.005	0.07	0.08	3.30	376	379	0.36	0.02	275	669

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	1.02	1.13	10.1	0.02	0.02	1.39	1.41	0.02	0.35	0.37	—	1,766	1,766	0.10	0.08	9.01	1,801
Automobile Care Center	0.93	1.03	9.20	0.02	0.02	1.26	1.28	0.02	0.32	0.34	—	1,605	1,605	0.10	0.07	8.19	1,637
Total	1.95	2.16	19.3	0.03	0.04	2.66	2.69	0.03	0.67	0.71	—	3,371	3,371	0.20	0.15	17.2	3,437

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	1.00	1.24	9.25	0.02	0.02	1.39	1.41	0.02	0.35	0.37	—	1,688	1,688	0.11	0.08	0.23	1,715
Automobile Care Center	0.91	1.12	8.41	0.02	0.02	1.26	1.28	0.02	0.32	0.34	—	1,534	1,534	0.10	0.07	0.21	1,559
Total	1.91	2.36	17.7	0.03	0.04	2.66	2.69	0.03	0.67	0.71	—	3,221	3,221	0.21	0.16	0.45	3,273
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	0.11	0.14	1.04	< 0.005	< 0.005	0.15	0.15	< 0.005	0.04	0.04	—	170	170	0.01	0.01	0.39	173
Automobile Care Center	0.14	0.14	1.08	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	160	160	0.01	0.01	0.36	163
Total	0.25	0.28	2.12	< 0.005	< 0.005	0.29	0.30	< 0.005	0.07	0.08	—	330	330	0.02	0.02	0.75	336

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	18.5	18.5	< 0.005	< 0.005	—	18.6

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	147	147	0.01	< 0.005	—	147
Total	—	—	—	—	—	—	—	—	—	—	—	165	165	0.01	< 0.005	—	166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	18.5	18.5	< 0.005	< 0.005	—	18.6
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	147	147	0.01	< 0.005	—	147
Total	—	—	—	—	—	—	—	—	—	—	—	165	165	0.01	< 0.005	—	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.06	3.06	< 0.005	< 0.005	—	3.07
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Total	—	—	—	—	—	—	—	—	—	—	—	27.3	27.3	< 0.005	< 0.005	—	27.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant w/o Drive Thru	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.11	9.11	< 0.005	< 0.005	—	9.13
Automobile Care Center	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	90.6	90.6	0.01	< 0.005	—	90.8
Total	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	99.7	99.7	0.01	< 0.005	—	100.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.11	9.11	< 0.005	< 0.005	—	9.13
Automobile Care Center	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	90.6	90.6	0.01	< 0.005	—	90.8
Total	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	99.7	99.7	0.01	< 0.005	—	100.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.51	1.51	< 0.005	< 0.005	—	1.51
Automobile Care Center	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.0	15.0	< 0.005	< 0.005	—	15.0
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.48	1.48	< 0.005	< 0.005	—	1.49
Total	0.26	< 0.005	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.48	1.48	< 0.005	< 0.005	—	1.49
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscap e Equipme	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.17
Total	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.17

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant: w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	0.17	1.17	1.35	0.02	< 0.005	—	1.93
Automobil e Care Center	—	—	—	—	—	—	—	—	—	—	1.44	9.69	11.1	0.15	< 0.005	—	15.9
Total	—	—	—	—	—	—	—	—	—	—	1.62	10.9	12.5	0.17	< 0.005	—	17.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant: w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	0.17	1.17	1.35	0.02	< 0.005	—	1.93
Automobil e Care Center	—	—	—	—	—	—	—	—	—	—	1.44	9.69	11.1	0.15	< 0.005	—	15.9
Total	—	—	—	—	—	—	—	—	—	—	1.62	10.9	12.5	0.17	< 0.005	—	17.9

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	0.03	0.19	0.22	< 0.005	< 0.005	—	0.32
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.24	1.60	1.84	0.02	< 0.005	—	2.64
Total	—	—	—	—	—	—	—	—	—	—	0.27	1.80	2.07	0.03	< 0.005	—	2.96

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	1.86	0.00	1.86	0.19	0.00	—	6.52
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	16.5	0.00	16.5	1.65	0.00	—	57.6
Total	—	—	—	—	—	—	—	—	—	—	18.3	0.00	18.3	1.83	0.00	—	64.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	1.86	0.00	1.86	0.19	0.00	—	6.52

Automobil Care Center	—	—	—	—	—	—	—	—	—	—	16.5	0.00	16.5	1.65	0.00	—	57.6
Total	—	—	—	—	—	—	—	—	—	—	18.3	0.00	18.3	1.83	0.00	—	64.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	0.31	0.00	0.31	0.03	0.00	—	1.08
Automobil e Care Center	—	—	—	—	—	—	—	—	—	—	2.73	0.00	2.73	0.27	0.00	—	9.54
Total	—	—	—	—	—	—	—	—	—	—	3.04	0.00	3.04	0.30	0.00	—	10.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Automobil e Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant w/o Drive Thru	104	209	150	45,789	977	1,964	1,411	430,745
Automobile Care Center	190	190	95.0	64,323	1,001	1,785	894	400,597

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	12,450	4,150	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant w/o Drive Thru	9,771	690	0.0489	0.0069	28,419

Automobile Care Center	77,490	690	0.0489	0.0069	282,692
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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant w/o Drive Thru	91,060	0.00
Automobile Care Center	752,649	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant w/o Drive Thru	3.46	—
Automobile Care Center	30.6	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
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5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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8. User Changes to Default Data

Screen	Justification
Land Use	Existing 8,000 sf car wash and 300 sf restaurant on-site.

1666 N. Vermont Avenue Project Custom Report

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3.10. Architectural Coating (2025) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1666 N. Vermont Avenue Project
Construction Start Date	6/4/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	1666 N Vermont Ave, Los Angeles, CA 90027, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4006
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Apartments Mid Rise	139	Dwelling Unit	0.68	106,350	4,670	0.00	411	—
Supermarket	20.2	1000sqft	0.00	20,240	0.00	0.00	—	—
Enclosed Parking with Elevator	145	Space	0.00	75,460	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Transportation	T-3	Provide Transit-Oriented Development
Transportation	T-4	Integrate Affordable and Below Market Rate Housing
Transportation	T-34*	Provide Bike Parking
Energy	E-12-A	Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences
Energy	E-12-B	Install Electric Space Heater in Place of Natural Gas Heaters in Residences
Energy	E-15	Require All-Electric Development
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Area Sources	AS-1	Use Low-VOC Cleaning Supplies

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	13.6	25.3	24.4	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,283	11,283	0.54	1.42	21.1	11,742
Mit.	13.6	25.3	24.4	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,283	11,283	0.54	1.42	21.1	11,742
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.6	25.7	23.7	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,274	11,274	0.54	1.42	0.55	11,713
Mit.	13.6	25.7	23.7	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,274	11,274	0.54	1.42	0.55	11,713
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.39	7.97	12.6	0.02	0.27	1.21	1.47	0.25	0.39	0.64	—	3,064	3,064	0.14	0.30	2.45	3,160
Mit.	3.39	7.97	12.6	0.02	0.27	1.21	1.47	0.25	0.39	0.64	—	3,064	3,064	0.14	0.30	2.45	3,160
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	1.45	2.30	< 0.005	0.05	0.22	0.27	0.05	0.07	0.12	—	507	507	0.02	0.05	0.41	523
Mit.	0.62	1.45	2.30	< 0.005	0.05	0.22	0.27	0.05	0.07	0.12	—	507	507	0.02	0.05	0.41	523
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.82	25.3	20.1	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,283	11,283	0.54	1.42	21.1	11,742
2025	13.6	12.7	24.4	0.03	0.45	2.07	2.52	0.41	0.50	0.91	—	4,930	4,930	0.20	0.22	9.65	5,010
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.04	25.7	23.7	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,274	11,274	0.54	1.42	0.55	11,713
2025	13.6	12.8	22.9	0.03	0.45	2.07	2.52	0.41	0.50	0.91	—	4,831	4,831	0.21	0.22	0.25	4,902
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.78	7.97	8.80	0.02	0.27	1.21	1.47	0.25	0.39	0.64	—	3,064	3,064	0.14	0.30	2.45	3,160
2025	3.39	7.11	12.6	0.02	0.24	1.05	1.28	0.22	0.25	0.47	—	2,545	2,545	0.11	0.11	2.11	2,583
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.14	1.45	1.61	< 0.005	0.05	0.22	0.27	0.05	0.07	0.12	—	507	507	0.02	0.05	0.41	523
2025	0.62	1.30	2.30	< 0.005	0.04	0.19	0.23	0.04	0.05	0.09	—	421	421	0.02	0.02	0.35	428

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.82	25.3	20.1	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,283	11,283	0.54	1.42	21.1	11,742
2025	13.6	12.7	24.4	0.03	0.45	2.07	2.52	0.41	0.50	0.91	—	4,930	4,930	0.20	0.22	9.65	5,010
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.04	25.7	23.7	0.08	0.77	4.58	5.35	0.72	1.68	2.40	—	11,274	11,274	0.54	1.42	0.55	11,713
2025	13.6	12.8	22.9	0.03	0.45	2.07	2.52	0.41	0.50	0.91	—	4,831	4,831	0.21	0.22	0.25	4,902
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.78	7.97	8.80	0.02	0.27	1.21	1.47	0.25	0.39	0.64	—	3,064	3,064	0.14	0.30	2.45	3,160
2025	3.39	7.11	12.6	0.02	0.24	1.05	1.28	0.22	0.25	0.47	—	2,545	2,545	0.11	0.11	2.11	2,583
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.14	1.45	1.61	< 0.005	0.05	0.22	0.27	0.05	0.07	0.12	—	507	507	0.02	0.05	0.41	523
2025	0.62	1.30	2.30	< 0.005	0.04	0.19	0.23	0.04	0.05	0.09	—	421	421	0.02	0.02	0.35	428

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21.2	19.9	154	0.33	0.49	28.8	29.3	0.48	7.31	7.79	132	36,395	36,527	15.0	1.33	4,317	41,616
Mit.	17.5	16.9	123	0.26	0.42	22.3	22.7	0.40	5.67	6.07	46.8	28,637	28,683	6.13	1.04	4,290	33,437
% Reduced	17%	15%	20%	22%	15%	22%	22%	15%	22%	22%	64%	21%	21%	59%	22%	1%	20%

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19.6	20.9	130	0.32	0.48	28.8	29.3	0.47	7.31	7.78	132	34,987	35,118	15.1	1.40	4,200	40,112
Mit.	16.0	17.6	102	0.24	0.41	22.3	22.7	0.40	5.67	6.07	46.8	27,536	27,582	6.17	1.09	4,199	32,262
% Reduced	18%	16%	22%	22%	15%	22%	22%	15%	22%	22%	64%	21%	21%	59%	22%	< 0.5%	20%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.3	8.47	83.0	0.17	0.16	14.9	15.1	0.15	3.79	3.95	132	19,755	19,886	14.4	0.83	4,224	24,719
Mit.	11.8	6.37	65.9	0.13	0.11	11.5	11.6	0.10	2.93	3.03	46.8	15,487	15,534	5.66	0.65	4,218	20,087
% Reduced	18%	25%	21%	24%	33%	23%	23%	34%	23%	23%	64%	22%	22%	61%	22%	< 0.5%	19%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.62	1.55	15.1	0.03	0.03	2.73	2.76	0.03	0.69	0.72	21.8	3,271	3,292	2.38	0.14	699	4,092
Mit.	2.15	1.16	12.0	0.02	0.02	2.10	2.12	0.02	0.53	0.55	7.75	2,564	2,572	0.94	0.11	698	3,326
% Reduced	18%	25%	21%	24%	33%	23%	23%	34%	23%	23%	64%	22%	22%	61%	22%	< 0.5%	19%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.2	12.0	137	0.32	0.21	28.8	29.0	0.19	7.31	7.50	—	32,532	32,532	1.55	1.27	120	33,068
Area	4.33	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	38.2	38.2	< 0.005	< 0.005	—	38.3
Energy	0.02	0.42	0.21	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,886	2,886	0.21	0.02	—	2,898
Water	—	—	—	—	—	—	—	—	—	—	14.7	99.6	114	1.52	0.04	—	163
Waste	—	—	—	—	—	—	—	—	—	—	117	0.00	117	11.7	0.00	—	409
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	21.2	19.9	154	0.33	0.49	28.8	29.3	0.48	7.31	7.79	132	36,395	36,527	15.0	1.33	4,317	41,616
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.0	13.2	126	0.30	0.21	28.8	29.0	0.19	7.31	7.50	—	31,162	31,162	1.61	1.33	3.11	31,602
Area	2.94	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.02	0.42	0.21	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,886	2,886	0.21	0.02	—	2,898
Water	—	—	—	—	—	—	—	—	—	—	14.7	99.6	114	1.52	0.04	—	163
Waste	—	—	—	—	—	—	—	—	—	—	117	0.00	117	11.7	0.00	—	409

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	19.6	20.9	130	0.32	0.48	28.8	29.3	0.47	7.31	7.78	132	34,987	35,118	15.1	1.40	4,200	40,112
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.4	7.73	74.4	0.16	0.11	14.9	15.0	0.10	3.79	3.90	—	16,716	16,716	0.99	0.77	27.2	16,998
Area	3.90	0.08	8.24	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	26.2	26.2	< 0.005	< 0.005	—	26.3
Energy	0.02	0.42	0.21	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,886	2,886	0.21	0.02	—	2,898
Water	—	—	—	—	—	—	—	—	—	—	14.7	99.6	114	1.52	0.04	—	163
Waste	—	—	—	—	—	—	—	—	—	—	117	0.00	117	11.7	0.00	—	409
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	0.05	0.24	0.14	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	27.6	27.6	< 0.005	< 0.005	0.00	27.7
Total	14.3	8.47	83.0	0.17	0.16	14.9	15.1	0.15	3.79	3.95	132	19,755	19,886	14.4	0.83	4,224	24,719
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.89	1.41	13.6	0.03	0.02	2.73	2.75	0.02	0.69	0.71	—	2,767	2,767	0.16	0.13	4.50	2,814
Area	0.71	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.33	4.33	< 0.005	< 0.005	—	4.35
Energy	< 0.005	0.08	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	478	478	0.04	< 0.005	—	480
Water	—	—	—	—	—	—	—	—	—	—	2.44	16.5	18.9	0.25	0.01	—	27.0
Waste	—	—	—	—	—	—	—	—	—	—	19.3	0.00	19.3	1.93	0.00	—	67.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695
Stationary	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58
Total	2.62	1.55	15.1	0.03	0.03	2.73	2.76	0.03	0.69	0.72	21.8	3,271	3,292	2.38	0.14	699	4,092

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.8	9.33	106	0.25	0.16	22.3	22.5	0.15	5.67	5.82	—	25,230	25,230	1.20	0.98	93.0	25,646
Area	4.13	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	38.2	38.2	< 0.005	< 0.005	—	38.3
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,449	2,449	0.18	0.02	—	2,460
Water	—	—	—	—	—	—	—	—	—	—	11.8	79.7	91.5	1.21	0.03	—	131
Waste	—	—	—	—	—	—	—	—	—	—	35.1	0.00	35.1	3.50	0.00	—	123
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	17.5	16.9	123	0.26	0.42	22.3	22.7	0.40	5.67	6.07	46.8	28,637	28,683	6.13	1.04	4,290	33,437
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.6	10.2	97.5	0.24	0.16	22.3	22.5	0.15	5.67	5.82	—	24,168	24,168	1.25	1.03	2.41	24,509
Area	2.74	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,449	2,449	0.18	0.02	—	2,460
Water	—	—	—	—	—	—	—	—	—	—	11.8	79.7	91.5	1.21	0.03	—	131
Waste	—	—	—	—	—	—	—	—	—	—	35.1	0.00	35.1	3.50	0.00	—	123
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	16.0	17.6	102	0.24	0.41	22.3	22.7	0.40	5.67	6.07	46.8	27,536	27,582	6.17	1.09	4,199	32,262
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.02	5.97	57.5	0.13	0.09	11.5	11.6	0.08	2.93	3.01	—	12,905	12,905	0.77	0.60	21.0	13,122
Area	3.69	0.08	8.24	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	26.2	26.2	< 0.005	< 0.005	—	26.3
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,449	2,449	0.18	0.02	—	2,460
Water	—	—	—	—	—	—	—	—	—	—	11.8	79.7	91.5	1.21	0.03	—	131

Waste	—	—	—	—	—	—	—	—	—	—	35.1	0.00	35.1	3.50	0.00	—	123
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Stationary	0.05	0.24	0.14	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	27.6	27.6	< 0.005	< 0.005	0.00	27.7
Total	11.8	6.37	65.9	0.13	0.11	11.5	11.6	0.10	2.93	3.03	46.8	15,487	15,534	5.66	0.65	4,218	20,087
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.46	1.09	10.5	0.02	0.02	2.10	2.12	0.01	0.53	0.55	—	2,137	2,137	0.13	0.10	3.47	2,173
Area	0.67	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.33	4.33	< 0.005	< 0.005	—	4.35
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	405	405	0.03	< 0.005	—	407
Water	—	—	—	—	—	—	—	—	—	—	1.95	13.2	15.1	0.20	< 0.005	—	21.6
Waste	—	—	—	—	—	—	—	—	—	—	5.80	0.00	5.80	0.58	0.00	—	20.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695
Stationary	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58
Total	2.15	1.16	12.0	0.02	0.02	2.10	2.12	0.02	0.53	0.55	7.75	2,564	2,572	0.94	0.11	698	3,326

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	0.23	0.23	—	0.03	0.03	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.94	0.97	< 0.005	0.04	—	0.04	0.04	—	0.04	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.94	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	176	176	0.01	0.01	0.70	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.38	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	308	308	0.02	0.05	0.71	323
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.4

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.5	18.5	< 0.005	< 0.005	0.02	19.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.07	3.07	< 0.005	< 0.005	< 0.005	3.22

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	0.23	0.23	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.94	0.97	< 0.005	0.04	—	0.04	0.04	—	0.04	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.94	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	176	176	0.01	0.01	0.70	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.38	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	308	308	0.02	0.05	0.71	323
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.5	18.5	< 0.005	< 0.005	0.02	19.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.07	3.07	< 0.005	< 0.005	< 0.005	3.22

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.59	14.9	15.3	0.02	0.66	—	0.66	0.61	—	0.61	—	2,353	2,353	0.10	0.02	—	2,361
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.59	14.9	15.3	0.02	0.66	—	0.66	0.61	—	0.61	—	2,353	2,353	0.10	0.02	—	2,361
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.69	2.76	< 0.005	0.12	—	0.12	0.11	—	0.11	—	426	426	0.02	< 0.005	—	427
Dust From Material Movement	—	—	—	—	—	0.37	0.37	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.49	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	70.5	70.5	< 0.005	< 0.005	—	70.7
Dust From Material Movement	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	212	212	0.01	0.01	0.84	215
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	10.3	3.74	0.06	0.11	2.31	2.42	0.11	0.63	0.74	—	8,718	8,718	0.44	1.40	20.2	9,166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.15	10.7	3.71	0.06	0.11	2.31	2.42	0.11	0.63	0.74	—	8,720	8,720	0.44	1.40	0.52	9,148
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.8	36.8	< 0.005	< 0.005	0.07	37.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.97	0.67	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,577	1,577	0.08	0.25	1.58	1,655
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.10	6.10	< 0.005	< 0.005	0.01	6.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.36	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	261	261	0.01	0.04	0.26	274

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.59	14.9	15.3	0.02	0.66	—	0.66	0.61	—	0.61	—	2,353	2,353	0.10	0.02	—	2,361
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.59	14.9	15.3	0.02	0.66	—	0.66	0.61	—	0.61	—	2,353	2,353	0.10	0.02	—	2,361
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.69	2.76	< 0.005	0.12	—	0.12	0.11	—	0.11	—	426	426	0.02	< 0.005	—	427
Dust From Material Movement	—	—	—	—	—	0.37	0.37	—	0.18	0.18	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	70.5	70.5	< 0.005	< 0.005	—	70.7
Dust From Material Movement	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	212	212	0.01	0.01	0.84	215
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	10.3	3.74	0.06	0.11	2.31	2.42	0.11	0.63	0.74	—	8,718	8,718	0.44	1.40	20.2	9,166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.15	10.7	3.71	0.06	0.11	2.31	2.42	0.11	0.63	0.74	—	8,720	8,720	0.44	1.40	0.52	9,148
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.8	36.8	< 0.005	< 0.005	0.07	37.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.97	0.67	0.01	0.02	0.41	0.43	0.02	0.11	0.13	—	1,577	1,577	0.08	0.25	1.58	1,655
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.10	6.10	< 0.005	< 0.005	0.01	6.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.01	0.36	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	261	261	0.01	0.04	0.26	274
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3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.40	11.5	14.3	0.02	0.50	—	0.50	0.46	—	0.46	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	1.98	2.46	< 0.005	0.09	—	0.09	0.08	—	0.08	—	353	353	0.01	< 0.005	—	354
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.36	0.45	< 0.005	0.02	—	0.02	0.01	—	0.01	—	58.4	58.4	< 0.005	< 0.005	—	58.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.78	8.81	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,850	1,850	0.08	0.07	0.20	1,873
Vendor	0.03	1.21	0.58	0.01	0.01	0.26	0.28	0.01	0.07	0.09	—	986	986	0.04	0.14	0.07	1,027
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.13	1.60	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	323	323	0.01	0.01	0.57	328
Vendor	0.01	0.21	0.10	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	170	170	0.01	0.02	0.20	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.5	53.5	< 0.005	< 0.005	0.09	54.3
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.1	28.1	< 0.005	< 0.005	0.03	29.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.40	11.5	14.3	0.02	0.50	—	0.50	0.46	—	0.46	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	1.98	2.46	< 0.005	0.09	—	0.09	0.08	—	0.08	—	353	353	0.01	< 0.005	—	354
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.36	0.45	< 0.005	0.02	—	0.02	0.01	—	0.01	—	58.4	58.4	< 0.005	< 0.005	—	58.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.78	8.81	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,850	1,850	0.08	0.07	0.20	1,873
Vendor	0.03	1.21	0.58	0.01	0.01	0.26	0.28	0.01	0.07	0.09	—	986	986	0.04	0.14	0.07	1,027
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.13	1.60	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	323	323	0.01	0.01	0.57	328
Vendor	0.01	0.21	0.10	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	170	170	0.01	0.02	0.20	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.5	53.5	< 0.005	< 0.005	0.09	54.3
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.1	28.1	< 0.005	< 0.005	0.03	29.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.32	11.0	14.2	0.02	0.44	—	0.44	0.40	—	0.40	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.32	11.0	14.2	0.02	0.44	—	0.44	0.40	—	0.40	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.28	6.83	0.01	0.21	—	0.21	0.19	—	0.19	—	983	983	0.04	0.01	—	986
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.96	1.25	< 0.005	0.04	—	0.04	0.04	—	0.04	—	163	163	0.01	< 0.005	—	163
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.60	9.62	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,912	1,912	0.08	0.07	7.00	1,940
Vendor	0.03	1.10	0.54	0.01	0.01	0.26	0.28	0.01	0.07	0.08	—	969	969	0.04	0.14	2.65	1,013
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.66	8.16	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,812	1,812	0.08	0.07	0.18	1,835
Vendor	0.03	1.15	0.54	0.01	0.01	0.26	0.28	0.01	0.07	0.08	—	969	969	0.04	0.14	0.07	1,011
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.34	4.11	0.00	0.00	0.86	0.86	0.00	0.20	0.20	—	882	882	0.04	0.03	1.45	893
Vendor	0.01	0.55	0.26	< 0.005	0.01	0.12	0.13	< 0.005	0.03	0.04	—	465	465	0.02	0.07	0.55	485
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	146	146	0.01	0.01	0.24	148
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	76.9	76.9	< 0.005	0.01	0.09	80.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.32	11.0	14.2	0.02	0.44	—	0.44	0.40	—	0.40	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.32	11.0	14.2	0.02	0.44	—	0.44	0.40	—	0.40	—	2,050	2,050	0.08	0.02	—	2,057
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.28	6.83	0.01	0.21	—	0.21	0.19	—	0.19	—	983	983	0.04	0.01	—	986
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.96	1.25	< 0.005	0.04	—	0.04	0.04	—	0.04	—	163	163	0.01	< 0.005	—	163
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.60	9.62	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,912	1,912	0.08	0.07	7.00	1,940
Vendor	0.03	1.10	0.54	0.01	0.01	0.26	0.28	0.01	0.07	0.08	—	969	969	0.04	0.14	2.65	1,013
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.66	8.16	0.00	0.00	1.81	1.81	0.00	0.42	0.42	—	1,812	1,812	0.08	0.07	0.18	1,835

Vendor	0.03	1.15	0.54	0.01	0.01	0.26	0.28	0.01	0.07	0.08	—	969	969	0.04	0.14	0.07	1,011
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.34	4.11	0.00	0.00	0.86	0.86	0.00	0.20	0.20	—	882	882	0.04	0.03	1.45	893
Vendor	0.01	0.55	0.26	< 0.005	0.01	0.12	0.13	< 0.005	0.03	0.04	—	465	465	0.02	0.07	0.55	485
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	146	146	0.01	0.01	0.24	148
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	76.9	76.9	< 0.005	0.01	0.09	80.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.98	6.11	0.01	0.12	—	0.12	0.11	—	0.11	—	829	829	0.03	0.01	—	832
Architectural Coatings	12.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.98	6.11	0.01	0.12	—	0.12	0.11	—	0.11	—	829	829	0.03	0.01	—	832

Architectural Coatings	12.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.90	1.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	150	150	0.01	< 0.005	—	150
Architectural Coatings	2.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.8	24.8	< 0.005	< 0.005	—	24.9
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.92	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	382	382	0.02	0.01	1.40	388
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.13	1.63	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	362	362	0.02	0.01	0.04	367
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	66.5	66.5	< 0.005	< 0.005	0.11	67.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	0.02	11.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.98	6.11	0.01	0.12	—	0.12	0.11	—	0.11	—	829	829	0.03	0.01	—	832
Architectural Coatings	12.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.98	6.11	0.01	0.12	—	0.12	0.11	—	0.11	—	829	829	0.03	0.01	—	832

Architectural	12.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.90	1.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	150	150	0.01	< 0.005	—	150
Architectural Coatings	2.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.8	24.8	< 0.005	< 0.005	—	24.9
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.92	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	382	382	0.02	0.01	1.40	388
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.13	1.63	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	362	362	0.02	0.01	0.04	367
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	66.5	66.5	< 0.005	< 0.005	0.11	67.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	0.02	11.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.61	2.03	23.1	0.05	0.03	4.80	4.83	0.03	1.22	1.25	—	5,430	5,430	0.26	0.21	20.0	5,521
Supermarket	12.6	10.00	114	0.27	0.17	24.0	24.2	0.16	6.09	6.25	—	27,101	27,101	1.28	1.05	100.0	27,547
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	15.2	12.0	137	0.32	0.21	28.8	29.0	0.19	7.31	7.50	—	32,532	32,532	1.55	1.27	120	33,068

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.58	2.22	21.2	0.05	0.03	4.80	4.83	0.03	1.22	1.25	—	5,202	5,202	0.27	0.22	0.52	5,276
Supermarket	12.4	11.0	105	0.25	0.17	24.0	24.2	0.16	6.09	6.25	—	25,960	25,960	1.34	1.11	2.59	26,326
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	15.0	13.2	126	0.30	0.21	28.8	29.0	0.19	7.31	7.50	—	31,162	31,162	1.61	1.33	3.11	31,602
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.44	0.39	3.77	0.01	0.01	0.82	0.83	0.01	0.21	0.21	—	828	828	0.04	0.04	1.36	841
Supermarket	1.45	1.02	9.80	0.02	0.01	1.90	1.92	0.01	0.48	0.50	—	1,939	1,939	0.12	0.09	3.14	1,973
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.89	1.41	13.6	0.03	0.02	2.73	2.75	0.02	0.69	0.71	—	2,767	2,767	0.16	0.13	4.50	2,814

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.97	1.53	17.4	0.04	0.03	3.61	3.64	0.02	0.92	0.94	—	4,091	4,091	0.20	0.16	15.1	4,158

Supermar	9.80	7.80	89.0	0.21	0.13	18.7	18.8	0.12	4.75	4.88	—	21,140	21,140	1.00	0.82	78.0	21,487
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.8	9.33	106	0.25	0.16	22.3	22.5	0.15	5.67	5.82	—	25,230	25,230	1.20	0.98	93.0	25,646
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	1.94	1.67	16.0	0.04	0.03	3.61	3.64	0.02	0.92	0.94	—	3,918	3,918	0.21	0.17	0.39	3,974
Supermar ket	9.66	8.55	81.6	0.20	0.13	18.7	18.8	0.13	4.75	4.88	—	20,249	20,249	1.04	0.86	2.02	20,535
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.6	10.2	97.5	0.24	0.16	22.3	22.5	0.15	5.67	5.82	—	24,168	24,168	1.25	1.03	2.41	24,509
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	0.33	0.29	2.84	0.01	< 0.005	0.62	0.62	< 0.005	0.16	0.16	—	624	624	0.03	0.03	1.02	634
Supermar ket	1.13	0.80	7.65	0.02	0.01	1.48	1.50	0.01	0.38	0.39	—	1,512	1,512	0.10	0.07	2.45	1,539
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.46	1.09	10.5	0.02	0.02	2.10	2.12	0.01	0.53	0.55	—	2,137	2,137	0.13	0.10	3.47	2,173

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	863	863	0.06	0.01	—	867
Supermarket	—	—	—	—	—	—	—	—	—	—	—	966	966	0.07	0.01	—	970
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	527	527	0.04	0.01	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	2,356	2,356	0.17	0.02	—	2,367
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	863	863	0.06	0.01	—	867
Supermarket	—	—	—	—	—	—	—	—	—	—	—	966	966	0.07	0.01	—	970
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	527	527	0.04	0.01	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	2,356	2,356	0.17	0.02	—	2,367
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	143	143	0.01	< 0.005	—	144
Supermarket	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	87.2	87.2	0.01	< 0.005	—	87.6
Total	—	—	—	—	—	—	—	—	—	—	—	390	390	0.03	< 0.005	—	392

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	869	869	0.06	0.01	—	873
Supermarket	—	—	—	—	—	—	—	—	—	—	—	966	966	0.07	0.01	—	970
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	527	527	0.04	0.01	—	529
Total	—	—	—	—	—	—	—	—	—	—	—	2,361	2,361	0.17	0.02	—	2,372
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	869	869	0.06	0.01	—	873
Supermarket	—	—	—	—	—	—	—	—	—	—	—	966	966	0.07	0.01	—	970
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	527	527	0.04	0.01	—	529

Total	—	—	—	—	—	—	—	—	—	—	—	2,361	2,361	0.17	0.02	—	2,372
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	144	144	0.01	< 0.005	—	144
Supermar ket	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	87.2	87.2	0.01	< 0.005	—	87.6
Total	—	—	—	—	—	—	—	—	—	—	—	391	391	0.03	< 0.005	—	393

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	442	442	0.04	< 0.005	—	443
Supermar ket	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.42	0.21	< 0.005	0.03	—	0.03	0.03	—	0.03	—	530	530	0.05	< 0.005	—	531
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartmen ts Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	442	442	0.04	< 0.005	—	443
Supermar ket	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.42	0.21	< 0.005	0.03	—	0.03	0.03	—	0.03	—	530	530	0.05	< 0.005	—	531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	73.2	73.2	0.01	< 0.005	—	73.4
Supermar ket	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.08	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.8	87.8	0.01	< 0.005	—	88.0

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Supermar ket	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Supermarket	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.9	87.9	0.01	< 0.005	—	88.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Supermarket	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	2.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.39	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.2	38.2	< 0.005	< 0.005	—	38.3
Total	4.33	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	38.2	38.2	< 0.005	< 0.005	—	38.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	2.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.94	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.17	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.33	4.33	< 0.005	< 0.005	—	4.35
Total	0.71	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.33	4.33	< 0.005	< 0.005	—	4.35

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	2.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	1.39	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.2	38.2	< 0.005	< 0.005	—	38.3
Total	4.13	0.11	12.0	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	38.2	38.2	< 0.005	< 0.005	—	38.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	2.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.74	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consum r Products	0.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	0.17	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.33	4.33	< 0.005	< 0.005	—	4.35
Total	0.67	0.01	1.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.33	4.33	< 0.005	< 0.005	—	4.35

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	9.93	67.5	77.4	1.02	0.02	—	110
Supermar ket	—	—	—	—	—	—	—	—	—	—	4.78	32.1	36.9	0.49	0.01	—	52.8

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.7	99.6	114	1.52	0.04	—	163
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	9.93	67.5	77.4	1.02	0.02	—	110
Supermarket	—	—	—	—	—	—	—	—	—	—	4.78	32.1	36.9	0.49	0.01	—	52.8
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.7	99.6	114	1.52	0.04	—	163
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.64	11.2	12.8	0.17	< 0.005	—	18.3
Supermarket	—	—	—	—	—	—	—	—	—	—	0.79	5.32	6.11	0.08	< 0.005	—	8.74
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.44	16.5	18.9	0.25	0.01	—	27.0

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	7.94	54.0	62.0	0.82	0.02	—	88.3	
Supermarket	—	—	—	—	—	—	—	—	—	3.82	25.7	29.5	0.39	0.01	—	42.2	
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00	
Total	—	—	—	—	—	—	—	—	—	11.8	79.7	91.5	1.21	0.03	—	131	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	7.94	54.0	62.0	0.82	0.02	—	88.3	
Supermarket	—	—	—	—	—	—	—	—	—	3.82	25.7	29.5	0.39	0.01	—	42.2	
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00	
Total	—	—	—	—	—	—	—	—	—	11.8	79.7	91.5	1.21	0.03	—	131	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	1.31	8.94	10.3	0.14	< 0.005	—	14.6	
Supermarket	—	—	—	—	—	—	—	—	—	0.63	4.25	4.89	0.07	< 0.005	—	6.99	
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00	

Total	—	—	—	—	—	—	—	—	—	—	1.95	13.2	15.1	0.20	< 0.005	—	21.6
-------	---	---	---	---	---	---	---	---	---	---	------	------	------	------	---------	---	------

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	55.3	0.00	55.3	5.53	0.00	—	194
Supermar ket	—	—	—	—	—	—	—	—	—	—	61.5	0.00	61.5	6.15	0.00	—	215
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	117	0.00	117	11.7	0.00	—	409
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	55.3	0.00	55.3	5.53	0.00	—	194
Supermar ket	—	—	—	—	—	—	—	—	—	—	61.5	0.00	61.5	6.15	0.00	—	215
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	117	0.00	117	11.7	0.00	—	409

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	9.16	0.00	9.16	0.92	0.00	—	32.1
Supermarket	—	—	—	—	—	—	—	—	—	—	10.2	0.00	10.2	1.02	0.00	—	35.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	19.3	0.00	19.3	1.93	0.00	—	67.7

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	16.6	0.00	16.6	1.66	0.00	—	58.1
Supermarket	—	—	—	—	—	—	—	—	—	—	18.5	0.00	18.5	1.84	0.00	—	64.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	35.1	0.00	35.1	3.50	0.00	—	123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	16.6	0.00	16.6	1.66	0.00	—	58.1

Supermar	—	—	—	—	—	—	—	—	—	—	18.5	0.00	18.5	1.84	0.00	—	64.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	35.1	0.00	35.1	3.50	0.00	—	123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	2.75	0.00	2.75	0.27	0.00	—	9.62
Supermar ket	—	—	—	—	—	—	—	—	—	—	3.06	0.00	3.06	0.31	0.00	—	10.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	5.80	0.00	5.80	0.58	0.00	—	20.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Supermar ket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,196	4,196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,196	4,196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,196	4,196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,196	4,196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,197	4,197
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	695	695

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58
Total	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842

Total	1.64	7.34	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58
Total	0.01	0.04	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.57	4.57	< 0.005	< 0.005	0.00	4.58

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/4/2024	7/3/2024	5.00	22.0	—
Grading	Grading	7/5/2024	10/4/2024	5.00	66.0	—
Building Construction	Building Construction	10/5/2024	9/2/2025	5.00	237	—
Architectural Coating	Architectural Coating	9/3/2025	12/3/2025	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40

Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Building Construction	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	4.00	6.00	37.0	0.48
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	8.00	46.0	0.31

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73

Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Building Construction	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	4.00	6.00	37.0	0.48
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	8.00	46.0	0.31

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	4.36	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	78.0	32.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—

Building Construction	Worker	138	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	30.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	4.36	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	78.0	32.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	138	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	30.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	215,359	71,786	30,360	10,120	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	8,300	—
Grading	—	35,950	49.5	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Supermarket	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	756	682	569	262,372	6,768	6,109	5,089	2,348,519
Supermarket	2,161	3,595	3,369	926,606	7,700	33,819	31,696	5,423,538
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	570	514	428	197,633	5,098	4,602	3,833	1,769,028
Supermarket	1,686	2,804	2,628	722,774	6,006	26,380	24,724	4,230,485

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
215358.75	71,786	30,360	10,120	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBtu/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBtu/yr)
Apartments Mid Rise	456,406	690	0.0489	0.0069	1,379,625
Supermarket	510,478	690	0.0489	0.0069	274,171

Enclosed Parking with Elevator	278,555	690	0.0489	0.0069	0.00
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5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	459,180	690	0.0489	0.0069	0.00
Supermarket	510,478	690	0.0489	0.0069	274,171
Enclosed Parking with Elevator	278,555	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	5,181,058	80,049
Supermarket	2,494,949	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,144,847	64,039
Supermarket	1,995,959	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
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Apartments Mid Rise	103	—
Supermarket	114	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.8	—
Supermarket	34.2	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Supermarket	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Supermarket	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Supermarket	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Supermarket	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	1.00	12.0	1,000	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Land Use	Project data per October 2023 site plans.
Construction: Construction Phases	Assumes 18-month construction timeline.
Construction: Off-Road Equipment	Assumes construction equipment on worst-case day.
Construction: Trips and VMT	Assumes 14-cy haul truck capacity for soil export and 32 miles average distance to disposal site.
Operations: Hearths	No hearths or woodstoves proposed.

ATTACHMENT 6

Information for Planning and Consultation (IPaC) Resource List,
U.S. Fish & Wildlife Service,
December 20, 2023.

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles County, California



Local office

Carlsbad Fish And Wildlife Office

☎ (760) 431-9440

📠 (760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).

4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Poliophtila californica californica</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened

Reptiles

NAME	STATUS
Southwestern Pond Turtle <i>Actinemys pallida</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Swift <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher <i>Toxostoma redivivum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch <i>Carduelis lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20

Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Western Grebe <i>Aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

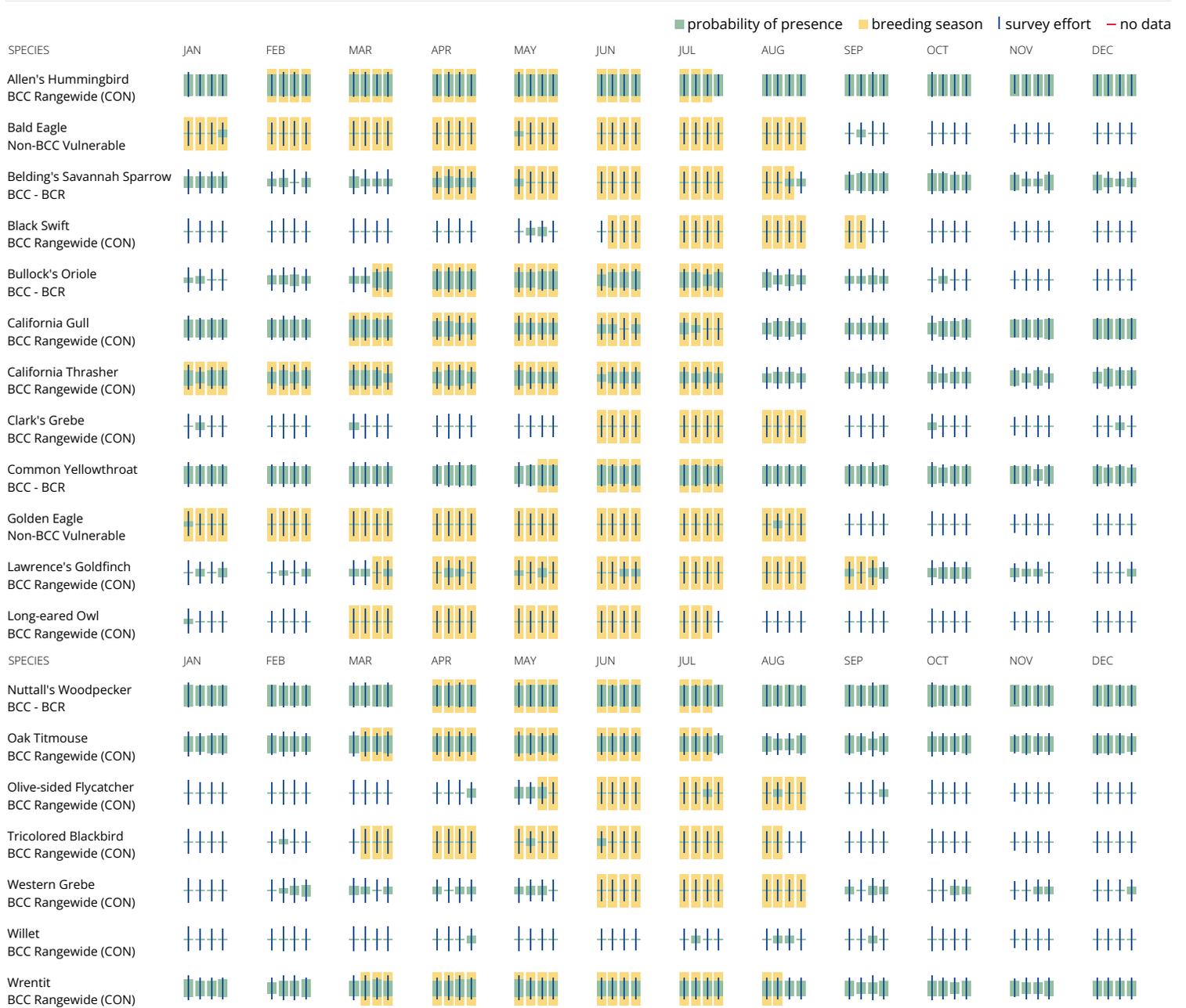
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the [Probability of Presence Summary](#). [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

ATTACHMENT 7

Phase I Environmental Site Assessment,
Western Environmental Engineers Co.,
December 5, 2014

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1815 E. Wilshire Ave., Suite 905
Santa Ana, CA 92705

(714) 542-2644
Fax: (714) 542-2520

WEECO Project #2014-4381

Phase I Environmental Site Assessment

Project Site

**4693 Hollywood Boulevard
Los Angeles, California 90027**

Prepared for

**Open Bank / SBA Dept.
1000 Wilshire Boulevard, Suite 100
Los Angeles, California 90017**

December 05, 2014

Prepared by

Yisak Kim
Project Engineer

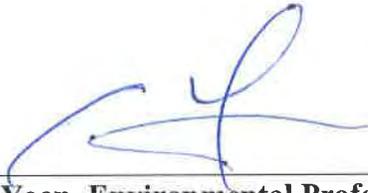
Reviewed by

James Yoon, REPA
Environmental Professional

PHASE-1 ENVIRONMENTAL SITE ASSESSMENT
For Property at:
4693 HOLLYWOOD BOULEVARD
LOS ANGELES, CALIFORNIA 90027

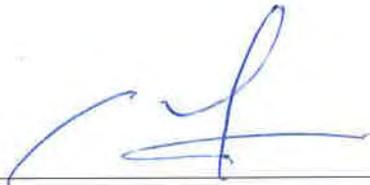
DECEMBER 5, 2014

Environmental Professional Certification: I declare that, to best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312.10 (All Appropriate Inquiry).



**James Yoon, Environmental Professional
Principal**

Standard Certification: I have the specific qualifications based on educations, training and experience to assess a *property* of nature, history and setting of the Subject Property. I have developed and performed the all appropriate inquiries (AAI) in conformance with the standards and practices set forth in 40 CFR part 312.



**James Yoon, Environmental Professional
Principal**

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EXECUTIVE SUMMARY

Western Environmental Engineers Co. (WEECO) was retained by **Open Bank** to perform a Phase I Environmental Assessment for the property located at **4693 Hollywood Boulevard, Los Angeles, California** in order to determine if the potential for contamination exists at the subject site. On November 26, 2014, WEECO conducted a site investigation of the subject site. The following summarizes the findings, conclusions, and recommendations of this assessment.

In conducting a Phase I Environmental Assessment, WEECO completed the following steps: a review of government records and databases for evidence of possible environmental contamination on-site and any neighboring sites to determine listed locations of hazardous material spills and/or hazardous material risks, site reconnaissance through a visual inspection of the subject site, interviews with current owners and occupants of the property and/or their representative(s), as well as with appropriate government staff members and an evaluation of the evidence developed and incorporated during the site assessment presented in a written report to our client, **Open Bank**.

Asbestos, lead-based paint, radon and wetland visual site investigation was not performed in this study. Archaeological studies were not included in the scope of services for this project.

This report summarizes the results of these investigations and the government records research.

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ENVIRONMENTAL FINDINGS:

ON-SITE:

- ◆ The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966. From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building. Currently, the subject property is occupied by "Car Wash and Macho's Tacos". See Section 3 and Attachment (G).

- ◆ From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

- ◆ From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Section 3 and Attachment (G).

- ◆ From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are

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generated from car washing. See Section 3 and Attachment (G).

- ◆ WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).
- ◆ WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).
- ◆ WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.
- ◆ WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.
- ◆ The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board’s sponsored website.
- ◆ Based on WEECO’s review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO’s professional opinion that a VEC is not suspected of having encroached into the Subject Property.
- ◆ The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).

OFF-SITE:

- ◆ **Twenty-seven (27)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further

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details.

◆ **NPL - National Priority List**

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

◆ **CERCLIS- Comprehensive Environmental Response, Compensation, and Liability Information System**

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

No listings within ½ of a mile radius of the subject site.

◆ **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens

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promote economic redevelopment of unproductive urban sites.

No listing within ½ of a mile radius of the subject site.

◆ **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

Fifteen (15) Leaking Underground Storage Tank (LUST) Sites were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

- 1) Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about .0 mile S of the subject
Status: REM - Remedial Action
- 2) Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about .1 mile W of the subject
Status: CLSD - Case Closed
- 3) Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 4) Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 5) Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: CLSD - Case Closed

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- 6) Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 7) Site: SHELL OIL CO (FORMER)
Address: 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 8) Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about .2 mile SE of the subject
Status: CLSD - Case Closed
- 9) Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: CLSD - Case Closed
- 10) Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about .3 mile NE of the subject
Status: CLSD - Case Closed
- 11) Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about .3 mile W of the subject
Status: CLSD - Case Closed
- 12) Site: QUEEN OF ANGLS-HWD PRESBYTERIA
Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile S of the subject
Status: CLSD - Case Closed
- 13) Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about .4 mile S of the subject
Status: CLSD - Case Closed
- 14) Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about .4 mile S of the subject

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Status: CLSD - Case Closed

- 15) Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about .4 mile SW of the subject
Status: CLSD - Case Closed

INTRODUCTION

2.1 OBJECTIVE

Purpose of a Phase I Environmental Assessment

The purpose of a Phase I Environmental Assessment is to permit the user of this report to seek CERCLA landowner liability protection as innocent landowner, contiguous property owner, bona fide prospective purchaser by providing an appropriate inquiry into the previous ownership and uses of the subject property in order to identify any recognized environmental conditions and to establish the likelihood of environmental degradation to the property. Environmental assessments are made to satisfy due diligence requirements and are performed mainly to identify potential impact on the site's soil and groundwater. A Phase I Environmental Assessment addresses on-site impacts of chemical use, storage and management and any potential liabilities due to past and/or current practices associated with the use, storage, treatment and/or disposal of hazardous wastes on the subject site.

The American Society for Testing and Materials (ASTM) Standard Practice guidelines for environmental site assessments for commercial properties identifies the objective for a Phase I Environmental Assessment is to "define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and *petroleum products* (ASTM E1527-13)" and to prescribe *recognized environmental conditions* (RECs) in connection with the subject site, complying with the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI). The term *recognized environmental conditions* means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions and generally do not present any threat to the public health or the environment and generally would not be the subject of and enforcement action or brought to the attention of appropriate governmental agencies.

Under the Federal Comprehensive Environmental response, Compensation and Liability Act (CERCLA or "Superfund"), owners of property where hazardous substances have been released (including deposited or deposited of) are strictly liable for the costs of response and cleanup. This liability, which can amount to millions of dollars, generally extends to landowners who receive title after the release has occurred, unless the landowner can demonstrate that prior to acquisition, s/he undertook "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice in an effort to minimize liability." Potential environmental liability may result under other federal and state laws, and under common

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law tort suits based on contamination. In addition, the Federal Deposit Insurance Corporation since 1993 has required that all insured lending institutions have in place “appropriate safeguards and controls to limit exposure to potential environmental liability associated with real property held as collateral or as an investment.... Examiners will review the institution’s compliance with its own environmental risk program as part of the examination of lending and investment activities.” As a result, essentially all nonresidential real estate transactions now include an environmental site assessment.

2.2 PROJECT DESCRIPTION

On November 21, 2014, WEECO was retained by **Open Bank** to conduct a Phase I Environmental Site Assessment for the subject property located at **4693 Hollywood Boulevard**, in the City of Los Angeles, County of Los Angeles within the State of California.

2.3 STATEMENT OF WORK

Western Environmental Engineers Co. completed the Phase I Environmental Assessment by investigating the current and past history use of the subject site.

The site background investigation was conducted by researching the U.S.G.S. topographic map and published geologic and hydro-geologic data for the vicinity; reviewing records from the Los Angeles City Department of Building & Safety and Sanborn Fire Insurance Maps; and reviewing state, federal and regional environmental databases for the subject site.

The current status of the subject property was evaluated by conducting a site reconnaissance; contacting the Los Angeles City Fire Department Hazardous Materials Division, the Los Angeles City Fire Department Underground Tank Unit and reviewing online records at the California Regional Water Quality Control Board, Los Angeles Region. Researching data from the South Coast AQMD Database and the Department of Toxic Substance Control, ENVIROSTOR website.

SITE RECONNAISSANCE

A site reconnaissance of the subject property was conducted on November 26, 2014. Investigator(s) in attendance for the site reconnaissance included the following:

- ◆ Yisak Kim, Project Engineer / WEECO

The site reconnaissance consisted of a visual inspection of the subject property. The following sections discuss the findings of the site reconnaissance.

3.1 SITE LOCATION

The subject site at 4693 Hollywood Boulevard, is a commercial property located on the southwest corner of the Prospect Ave. and N. Vermont Ave. in the City of Los Angeles, County of Los Angeles within the State of California as shown in Figure (1) and Figure (2).

3.2 SITE AND VICINITY CHARACTERISTICS

The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. There are seventeen (17) addresses associated with this parcel: 4646 and 4650 W. Prospect Ave.; 1642, 1644, 1646, 1650, 1660, 1662, 1664, and 1666 N. Vermont Ave.; 4685, 4687, 4689, 4691, 4693, 4695, and 4697 W. Hollywood Blvd.

According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966.

From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building.

The subject buildings appears to be constructed of stucco walls, composite roof, and concrete slab floors. The building materials appeared to be in good condition at the time of visual inspection. See Figure (2) and Attachment (G).

3.3 CURRENT USE of the SUBJECT SITE

Currently, the subject property is occupied by "Car Wash and Macho's Tacos".

3.4 HAZARDOUS MATERIAL STORAGE/USE

From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Attachment (G).

3.5 UNDERGROUND/ABOVEGROUND STORAGE TANKS

From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are generated from car washing. See Attachment (G).

3.6 STAINING

From the visual inspection, WEECO investigator found few stained areas at the subject site. However, those stains could not impose a significant threat upon the environmental integrity of the subject site.

3.7 ELECTRICAL TRANSFORMERS

Polychlorinated Biphenyls (PCBs) had been commonly used in dielectric fluids for electrical transformers or light ballasts before 1978. However, manufacturing of PCBs was discontinued in the United States because of its toxicity.

No electrical transformer was observed at the subject site.

3.8 ASBESTOS CONTAINING MATERIALS (ACM), LEAD-BASED PAINT, RADON & WETLAND

Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject buildings were built prior to 1978, asbestos containing materials can still be present. However, prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials containing asbestos or lead paint. Such materials must be

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removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.

3.9 ADJOINING PROPERTIES

During the Site Reconnaissance, WEECO's field assessor also visually inspected and documented the use of those properties, which adjoin the subject properties. The observations made by Mr. Yisak Kim of the adjoining properties are as follows:

NORTH

- The property to the north of the subject site across the Prospect Ave. is used for a commercial purposes (Commercial Area / "Starbucks Coffee").

EAST

- The property to the east of the subject site is used for a residential purpose (Residential Area / Houses).

SOUTH

- The property to the south of the subject site is used for a commercial purpose (Commercial Area / Retail Building).

WEST

- The property west of the subject site across the N. Vermont Ave. is used for a commercial purpose (Commercial Area / Retail Plaza).

3.10 ENVIRONMENTAL QUESTIONNAIRE

An environmental questionnaire was answered by a WEECO investigator. The answers are as follows:

- 1a. Is the property used for an industrial use? **NO**
- 1b. Is any adjoining property used for an industrial use? **NO**

- 2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past? **NO**
- 2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past? **NO**

- 3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

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- 3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**
- 4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**
- 4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**
- 5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**
- 5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**
- 6a. Are there currently any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **YES (Carwash Soap)**
- 6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **YES (Carwash Soap)**
- 7a. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site? **NO**
- 7b. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from an unknown origin? **NO**
- 8a. Are there currently any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **YES (Clarifier)**
- 8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **YES (Clarifier)**
- 9a. Is there currently any stained soil on the property? **NO**
- 9b. Did you observe any evidence or do you have any prior knowledge that there has been previously, any stained soil on the property? **NO**
- 10a. Are there currently any registered or unregistered storage tanks (aboveground or

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- underground) located on the property? **NO**
- 10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (aboveground or underground) located on the property? **NO**
- 11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**
- 11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**
- 12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**
- 12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**
- 13a. If the property is served by a private well or non-public water system, is there evidence or do you have any prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system? **NO**
- 13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency? **NO**
- 18a. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a storm water sewer system? **NO**
- 18b. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a sanitary sewer system? **NO**
19. Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the property? **NO**
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCB's? **NO**

Attachment (A) includes the questionnaire.

3.11 INTERVIEWS AND USER PROVIDED INFORMATION

Pursuant to ASTM E1527-13, the following interviews were performed during this investigation in order to obtain information indicating *recognized environmental conditions* (RECs) in connection with the subject property.

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- **INTERVIEWS**

No interviews were conducted at the time of site inspection. However, based on the quality of information obtained from other sources, this limitation is not expected to alter the findings of this investigation.

- **INTERVIEW WITH OWNER OR OCCUPANTS OF NEIGHBORING PROPERTIES (ABANDONED PROPERTIES)**

The subject site is not an abandoned property. The owners/occupants of neighboring properties were not available for interview at the time of visual inspection.

3.12 USGS TOPOGRAPHIC MAP REVIEW

USGS topographic map indicates that the subject property and the vicinity had established medium duty and light duty roads in their current configurations. The ground elevation level at the subject site is approximately 400 feet above the mean sea level.

The Source of these topographic maps is from the US Department of the Interior, Geological Survey.

The topography of the site area demonstrates a complex elevation contour. The topography of the local area can be useful in recognizing the direction in which surface runoff and groundwater will generally flow. However due to the creation of sewers, drains and other man made water canals, the flow of surface runoff is not necessarily the same as would be expected by the topography. The groundwater of the local area can also differ from the general topography due to a variation of depth of the ground water, the geology of the subsurface soil in the area. See Figure (4).

3.13 HYDROGEOLOGIC CONDITIONS

The subject site is in the Los Angeles Forebay Area, located in the northern part of the Central Basin. In general, it is a free groundwater area; however, in the course of this investigation it became evident that the Bellflower aquiclude extends into the southerly portion of the forebay area. The aquiclude extends in this area contains a high percentage of sand, and vertical percolation of water is apparently more rapid here than in other portions of the basin covered by it. Where the Bellflower aquiclude is missing within the forebay area, the aquifers are in direct hydraulic continuity with the surface.

The Los Angeles Forebay Area is overlain by parts of the La Brea, Los Angeles and Montebello Plains. The known water-bearing sediments extend to a depth of 1600 feet (1440 feet below sea level) and include recent alluvium, the Lakewood formation and the San Pedro formation. Some fresh water also may be present in the Pliocene and Miocene rocks underlying these formations in

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this area.

Recent alluvium in the Los Angeles Forebay Area is found on the Los Angeles Plain and in the Los Angeles Narrows. It attains a maximum thickness of 160 feet, and includes the western arm of Gaspar aquifer and the parts of the Semi-perched aquifer and Bellflower aquiclude lying west and south of the Los Angeles River.

The Semi-perched aquifer is defined as the area where sand and gravel overlying the Bellflower aquiclude is more than 20 feet in thickness. This semi-perched aquifer is also present in the Lakewood formation just south of the Repetto Hill. Although the aquifer can be defined in well logs, water levels in well indicate that it contains little or no water.

LOCAL GOVERNMENT & HISTORICAL RECORD SEARCH

4.1 HISTORICAL TENANT REPORT REVIEW

WEECO investigator visited the City of Los Angeles Department of Building & Safety Department to find out if any building or occupancy permits were issued to the subject property that may indicate information regarding the presence of underground storage tanks, hazardous material storage/use and/or spills on the subject site.

From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

Address	Permit Type, Number & Date	Permit Description – Present Use & Property Owner
1642-4-6 N. Vermont Ave.	Building Permit Permit # 6702 11/13/1916	Bldg-New – Foundation – J. G. Warren
4693-4697 Hollywood Blvd. and 1642-1648 N. Vermont Ave.	Building Permit Permit # 00093 1/5/1917	Bldg-New – Stores and Apartments – J. G. Warren
4691 Hollywood Blvd.	Building Permit Permit # 2703 5/4/1917	Bldg-New – Garage – J. G. Warren
Hollywood Blvd.	Building Permit Permit # 4964 3/31/1920	Bldg-New – Office – Shears and Shranges

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Address	Permit Type, Number & Date	Permit Description – Present Use & Property Owner
1689 Hollywood Blvd.	Building Permit Permit # 36795 9/11/1924	Bldg-New – Stores – M. M. Kingman & W. B. Howard
4646 Prospect Ave.	Building Permit Permit # 23404 8/13/1926	Bldg-New – Barber Shop – J.G. Warren
4685 Hollywood Blvd.	Building Permit Permit #5146 2/24/1927	Bldg-New – Loading Shed – Jeffe
4685 Hollywood Blvd.	Building Permit Permit #12786 5/5/1927	Bldg-New – Cooking – Ben Jeffe
1660-1662 N. Vermont	Building Permit Permit #13709 5/10/1938	Alter/Repair – Store – J. G. Warren Co.
1660 N. Vermont	Building Permit Permit #13124 5/20/1948	Alter/Repair – Market – James & Warren
1660 N. Vermont	Building Permit Permit #92751 2/7/1958	Bldg-New – Flower Stand – David Klin
4693 Hollywood Blvd.	Building Permit Permit #83004 12/10/1964	Grading – Bert Myerson
4693 Hollywood Blvd.	Building Permit Permit #83005 12/10/1964	Bldg-New – Car Wash – Bert Myerson
4693 Hollywood Blvd.	Cert. of Occ. Permit #94258 10/7/1965	Cert. of Occ. – Shelter and Sign – Hollymont Car Wash
4693 Hollywood Blvd.	Cert. of Occ. Permit #83005 11/2/1965	Cert. of Occ. – Car Wash – Bert Myerson
1660 N. Vermont Ave.	Building Permit Permit #22039 1/10/1970	Bldg-New – Pole Sign – Standard Co.
4697 Hollywood Blvd.	Building Permit Permit #19646 11/10/1970	Bldg-New – Painted Bulletin – Pacific Outdoor Advertising Co.

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- **Data Gap and Data Failure**

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. Data failure is one type of data gap. According to ASTM E1527-13 “data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met”. Pursuant to ASTM Standards, historical sources are required to document property use back to the property’s first developed use or back to 1940, whichever is earlier. However, pursuant to ASTM #1527-13, Section 8.3.2.1, if the specific use of the property appears unchanged over a period longer than five years, then it is not required by this practice to research the use during that period.

4.2 GOVERNMENT AGENCY / FIRE DEPARTMENT

WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/ underground storage tanks used or stored at the subject site. No records were found for the subject site. See Attachment (C).

WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Attachment (D).

WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.

WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.

The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board’s sponsored website.

4.3 SANBORN FIRE INSURANCE MAP REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

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These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No fire insurance maps are available for the area surrounding the subject site. See Attachment (F).

4.4 HISTORICAL MAP REVIEW

A historical map review was conducted to better understand the historical use of the subject site.

Historical Map Review:

Map Date:	Description:
2005	Same as current aerial photo map
2004	Same as 2005 aerial photo map
2003	Same as 2004 aerial photo map
1994	Same as 2003 aerial photo map
1989	Same as 1994 aerial photo map
1980	Same as 1989 aerial photo map
1977	Same as 1980 aerial photo map
1972	Same as 1977 aerial photo map
1964	Different Building
1954	Same as 1964 aerial photo map
1952	Same as 1954 aerial photo map
1948	Same as 1952 aerial photo map

FEDERAL, STATE AND REGIONAL RECORDS SEARCH

- ◆ WEECO contracted BBL to research the following databases:

5.1 FEDERAL SOURCES

◆ NPL-National Priority List	no sites	within 1 mile radius
◆ CERCLIS-Comprehensive Environmental Response, Compensation & Liability Information System	no sites	within ½ mile radius
◆ NFRAP	no sites	within ½ mile radius
◆ Federal Facilities	no sites	within ½ mile radius
◆ Emergency Response Notification System	1 site	within ¼ mile radius
◆ Hazardous Material Incident Report System	no sites	subject
◆ Targeted Brownfields Assessments	no sites	within ½ mile radius
◆ Site Enforcement Tracking System	no sites	within ½ mile radius
◆ Enforcement-Docket	no sites	within ¼ mile radius
◆ C-Docket	no sites	within ¼ mile radius
◆ Integrated Compliance Information System	1 site	within ½ mile radius
◆ CORRACTS	no sites	within 1 mile radius
◆ RCRA – TSD Facilities	no sites	within ½ mile radius
◆ Clandestine Drug Laboratories	no sites	within ½ mile radius
◆ Indian LUST/VCP/UST	no sites	within ½ mile radius
◆ Federal Enforcement Dockets	no sites	within ¼ mile radius

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5.2 CALIFORNIA STATE SOURCES

◆ State Response Sites - Federal Lead	no sites	within 1 mile radius
◆ State Response Sites	no sites	within ½ mile radius
◆ Voluntary Cleanup Program	no sites	within ½ mile radius
◆ Properties Needing Further Evaluation	1 site	within ½ mile radius
◆ Military Evaluation Sites	no sites	within ½ mile radius
◆ Expedited Remedial Action	no sites	within ½ mile radius
◆ Border Zone Properties	no sites	within ½ mile radius
◆ School Property Evaluation Program	1 site	within ¼ mile radius
◆ SMBRPD Land Use Restrictions	no sites	within ½ mile radius
◆ HWMP Deed/Land Use Restrictions	no sites	within ½ mile radius
◆ Corrective Action	no sites	within ½ mile radius
◆ Historical Sites	no sites	within ½ mile radius
◆ CALSITES-No Further Action	no sites	within ¼ mile radius
◆ CORTESE	no sites	within ½ mile radius
◆ LUST-Leaking Underground Storage Tanks	15 sites	within ½ mile radius
◆ Solid Waste Information System	no sites	within 1 mile radius
◆ Well Investigation Program	no sites	within 1 mile radius
◆ Drinking Water Program	no sites	within ½ mile radius

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5.3 REGIONAL SOURCES

◆ Toxic Releases	1 site	within ½ mile radius
◆ Land Disposal Site	1 site	within ½ mile radius
◆ Toxic Pits	no sites	within 1 mile radius
◆ Solid Waste Assessment Test-Regional	1 site	within 1 mile radius

5.4 OPERATING PERMITS

◆ RCRA Generators	19 sites	within ¼ mile radius
◆ SARA Title III, section (TRIS)	no sites	within ¼ mile radius
◆ Nuclear Regulatory Commission Licensees	no sites	within ¼ mile radius
◆ PCB Waste Handlers Database	no sites	within ¼ mile radius
◆ Permit Compliance System (PCS)	no sites	within ¼ mile radius
◆ AIRS Facility System (AFS)	no sites	within ¼ mile radius
◆ Section Seven Tracking System	no sites	within ¼ mile radius
◆ FIFRA/TSCA tracking system	2 sites	within ¼ mile radius
◆ Federal Facilities Information System (FFIS)	no sites	within ¼ mile radius
◆ Chemicals in Commerce Information System	no sites	within ¼ mile radius
◆ FINDS EPA Facility Index System	no sites	within ¼ mile radius
◆ Hazardous Waste Information System	67 sites	within ¼ mile radius
◆ Underground Storage Tanks	17 sites	within ¼ mile radius

5.5 VAPOR ENCROACHMENT SCREENING

ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions (VES) was used as guidance for conducting a VES for the Subject Property. The purpose of the screening is to determine whether a Vapor Encroachment Condition (VEC) exists from chemicals of concern (COC) that may migrate as vapors onto a property as a result of contaminated soil and groundwater on or near the Subject Property. This standard replaces E 2600-08 published in March of 2008.

The newly revised standard focuses solely on screening for the likelihood of migrating vapors volatilized from a contaminated source the encroach upon the subsurface of a property involved in a real estate transaction and create a vapor encroachment condition (VEC). Two tiers for screening are included in the practice. The first tier is based upon the existence of known or suspect contaminated sites in the area. The second tier is more comprehensive and investigates specific characteristics associated with the contaminated plumes from these sites, or if no plume information is available, relies on sampling. If the likelihood exists for vapors to reach the subsurface of the property, further investigation that is beyond the scope of this practice would be necessary to determine if vapor intrusion is occurring into any buildings on the property. Of particular note in the standard is the completely revised Legal Appendix that discusses the relationship between this standard and the E 1527-13 Phase I ESA standard. In simple terms, the E 1527-13 standard (which complies with AAI) includes in its REC definition the Environmental Professional's (EP's) need to consider hazardous substances and petroleum products on the target property or migrating to the target provides a methodology for the EP to accomplish this for vapors. If vapors can reach the target property (thereby creating a VEP), the EP conducting the E 1527-13 Phase I would then have to decide whether or not the VEC constitutes an REC. This would be analogous to the EP finding in the Phase I investigation the potential for a contaminated groundwater plume to reach the target property. The EP would then have to determine if this situation is a REC.

The purpose of this practice is to define good commercial and customary practice in the United States of America for determining if a vapor encroachment condition (VEC) on a property parcel involved in a real estate transaction with respect to chemicals of concern (COC) that may migrate as vapors into existing or planned structures on a property due to contaminated soil and groundwater on the property or within close proximity to the property. For the purpose of this Report, this practice is used as a voluntary supplement to Practice E 1527 and does not alter or in any way define the scope of that practice. In addition, performance of this standard is not a requirement of and does not constitute, expand, or in any way define "all appropriate inquiry" as defined or approved by U.S. EPA under CERCLA and the regulations thereunder, including 40 CFR Sec. 312.11.

In defining a standard of good commercial and customary practice for determining a VEC on a parcel of property, the goal of the process established by this practice is to identify whether or not a VEC exists or is likely to exist on the property. The term VEC means the presence or likely presence of any COC in the indoor air environment of existing or planned structures on a property

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caused by the release of vapor from contaminated soil or groundwater either on the property or within close proximity to the property, at a concentration that presents or may present an unacceptable health risk to occupants. The term is not intended to include de minimis conditions that do not normally represent an unacceptable health risk to occupants that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be de minimis does not represent a VEC.

The screening involves a two tiered approach to assessing VEC risk as described below.

VES TIER I - SEARCH DISTANCE TEST/CHEMICALS OF CONCERN TEST

The search distance test involves a review of the regulatory database report (see Section 5) and available historical records to make a determination if any *known or suspect potentially contaminated* properties exist within the Area of Concern (AOC). High risk sites are typically current and former gas stations, former and current dry cleaners, manufactured gas plants, and industrial sites. The AOC is defined as any up gradient sites within the ASTM Practice E1527-13 standard search distances and any cross or down gradient sites within 1/3 mile for solvents and petroleum products.

If the contamination at the known or potentially contaminated site within the AOC consists of COCs, then a potential Vapor Encroachment Condition (pVEC) exists and Tier II screening is recommended. If no known or potentially contaminated sites with COCs exist within the AOC, no further inquiry is necessary.

No release sites were identified in the BBL Radius Map Report (see Section 5) within the AOC that are considered to pose a pVEC at the Subject Property based on the Tier I evaluation.

VES TIER II - PLUME TEST

The Plume Test assesses whether or not a plume is close enough to the property to result in a VEC.

1. Critical Distance Determination - Determine distance from property to edge of plume in any direction (vertical, horizontal, lateral).
2. A VEC exists if there is a plume of VOCs, semi-volatile organic compounds (SVOCs), Volatile Inorganic Compounds (VICs), or free petroleum product have accumulated above a water table within 100 feet of the Subject Property or if a plume of dissolved volatile petroleum hydrocarbons is present within 30 feet of the property.

The sites were manually mapped to determine the location of the Subject Property and any potential plumes of contamination relative to the Subject Property and groundwater gradient. In addition, the case information for each site was reviewed.

5.6 GOVERNMENT RECORDS

Twenty-seven (27) environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further details.

Attachment (E) includes the findings of the hazardous material contaminated sites from the state and federal government file searches. Table (2) shows the list of environmental concerns within a 1 mile radius and these environmental concerns are shown on the map in Figure (3). As shown in Figure (3), there are a number of hazardous sites within a 1 mile radius of the subject site.

The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).

◆ NPL - National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

◆ CERCLIS- Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

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No listings within ½ of a mile radius of the subject site.

◆ **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listing within ½ of a mile radius of the subject site.

◆ **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

Fifteen (15) Leaking Underground Storage Tank (LUST) Sites were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

- 1) Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about .0 mile S of the subject
Status: REM - Remedial Action

- 2) Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about .1 mile W of the subject
Status: CLSD - Case Closed

- 3) Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD

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- Map Loc: 36 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 4) Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 5) Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: CLSD - Case Closed
- 6) Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 7) Site: SHELL OIL CO (FORMER)
Address: 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about .2 mile W of the subject
Status: CLSD - Case Closed
- 8) Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about .2 mile SE of the subject
Status: CLSD - Case Closed
- 9) Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: CLSD - Case Closed
- 10) Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about .3 mile NE of the subject
Status: CLSD - Case Closed
- 11) Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about .3 mile W of the subject
Status: CLSD - Case Closed
- 12) Site: QUEEN OF ANGLS-HWD PRESBYTERIA

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Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile S of the subject
Status: CLSD - Case Closed

13) Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about .4 mile S of the subject
Status: CLSD - Case Closed

14) Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about .4 mile S of the subject
Status: CLSD - Case Closed

15) Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about .4 mile SW of the subject
Status: CLSD - Case Closed

• **FEDFAC-Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problem, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court Order.

• **ERNS-Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311 (b) (3); and the Hazardous Material Transportation Act 1974 (HMTA section 1808) (b).

• **HMIRS-Hazardous Material Incident Report System**

The Hazardous Material Incident Report System (HMIRS) of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

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• **TBA-Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

• **SETS-Site Enforcement Tracking System**

When Expanding Superfund Monies at a CERCLA site, EPA must conduct a search to identify parties with potential financial responsibility for Remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

• **DO-Enforcement Docket System/Consent Decree Tracking System**

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

• **CD-Criminal Docket System (C-Docket)**

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statutes and tracks enforcement actions from the initial stages of investigations through conclusion.

• **ICIS-Integrated Compliance Information System (ICIS)**

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and its Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

• **RCRA Violators List (CORRACTS)**

The Resource Conservation and Recovery Act of 1976 provides for “cradle to grave” regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violators, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database

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is also known as Corrective Action Report (CORRACTS).

If enforcement is required, it is typically delegated to a state agency.

- **Resource Conservation and Recovery Information System–Treatment, Storage & Disposal (RCRA-D)**

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

- **CDL-Clandestine Drug Laboratories**

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

- **INDN-Indian Reservation LUST/VCP/UST**

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

- **FD-Federal Enforcement Dockets**

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA.

- **FL-State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

- **SR-State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk. The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

- **VCP–Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

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• **FE-Properties Needing Further Evaluation**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

• **ME-Military Evaluation Sites**

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

• **EP-Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

• **BZ-Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

• **SCH-School Property Evaluation Program Properties**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the Calsites category depending on the level of threat to public health, safety or the environment they pose.

• **LUR-Brownfields Reuse Program Facility Sites with Land Use Restrictions**

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

• **DR-Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

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• **CA-Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

• **HIS-Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

• **CALSITES-No Further Action**

This section includes the sites on the CALSITE list which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health & Safety Code.

• **CORTESE-State of California Office of Planning and Research**

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and research and lists potential and confirmed hazardous waste or substances sites.

• **SWIS-Solid Waste Information System**

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. active solid waste disposal sites, inactive or closed waste disposal sites and transfer facilities.

• **WIP-Well Investigation Program**

The Well Investigation Program (AB 1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs.

• **WQ-Drinking Water Program**

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirement. In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

• **NT-Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Service keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar,

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depending on the local agency.

• **TPC-Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually; in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have created for surface impoundment receives mining wastes.

• **SWAT-Solid Waste Assessment Test-Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has been discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test report on staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District/Air Pollution Control District.

CONCLUSIONS AND RECOMMENDATIONS

In conclusion, WEECO has used generally accepted practices to identify information available on the subject property relating to prior and current environmental concerns. It is our opinion that the site reconnaissance performed, and the information reviewed and cited in this report, indicate the following:

- ◆ The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966. From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building. Currently, the subject property is occupied by "Car Wash and Macho's Tacos". See Section 3 and Attachment (G).

- ◆ From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

- ◆ From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Section 3 and Attachment (G).

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- ◆ From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are generated from car washing. See Section 3 and Attachment (G).
- ◆ WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).
- ◆ WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).
- ◆ WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.
- ◆ WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.
- ◆ The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board’s sponsored website.
- ◆ Based on WEECO’s review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO’s professional opinion that a VEC is not suspected of having encroached into the Subject Property.
- ◆ The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).
- ◆ **Twenty-seven (27)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. Among these twenty-seven environmental

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concerns, **Fifteen (15) Leaking Underground Storage Tank (LUST) sites** are identified within ½ mile of the subject property as discussed in Section 5.6. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Attachment (E).

- ◆ The following describes the potential environmental conditions (PECs) that have been identified in WEECO's Phase I Environmental Site Assessment for the subject site. WEECO classifies a concern as a potential environmental condition (PEC) when the possible presence of any hazardous substances or petroleum products on a property under conditions that indicate the possibility of an existing release, a past release, or the threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water or surface water of the property.

CONDITION #3	SECTION #	COMMENTS
Asbestos Containing Materials (ACM)	3.8	Asbestos Containing Materials (ACM) may be present at the subject site.
<p>Action Recommended: No immediate action recommended. Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject building was built prior to 1978, asbestos containing materials and lead based paint may be present. Prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials found to contain asbestos or lead paint. Such materials must be removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.</p>		

- ◆ WEECO has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 4693 Hollywood Boulevard, Los Angeles, California, the subject property. This assessment has revealed no evidence of any recognized environmental conditions (RECs) or potential environmental conditions (PECs) in connection with the subject property except for the item listed above. Therefore WEECO concludes that the risk of contamination at the site is so minimal that no further investigation is warranted at this time.

DISCLAIMER

This report has been specifically prepared for **Open Bank** with application to a Phase I Environmental Assessment for the property at **4693 Hollywood Boulevard, Los Angeles, California**. This report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, either expressed or implied, is made as to the opinions presented herein. WEECO agrees to hold the information contained in this report or any portion thereof, confidential. WEECO will consent to the release of this report to third parties at the discretion of the Client. Any use of or reliance upon this information by a party other than the Client shall be solely at the risk of such third party and without legal recourse against WEECO, its affiliates, associates, employees, officers, or directors, regardless of whether the action in which recovery of the damage is sought is based upon contract, tort (including the sole, concurrent or other negligence and strict liability of WEECO), statute or otherwise. This report shall not be used or relied upon by a party, which does not agree to be bound by the statement above.

This assessment focused on potential sources of hazardous substances and petroleum hydrocarbons that could be considered a liability due to their possible presence in significant concentrations (e.g. above acceptable limits set by federal or state agencies) or due to the potential for contaminant migration through exposure pathways (e.g. groundwater). Hazardous substances naturally occurring in plants, soils and rock (e.g. trace metals, radon, or naturally occurring asbestos) are not typically considered in these investigations.

Sampling and laboratory analysis were not performed as part of this investigation; samples were not collected from soil, water, air building materials, or other media. Positive identification of hazardous substances can only be accomplished through sampling and appropriate laboratory analysis.

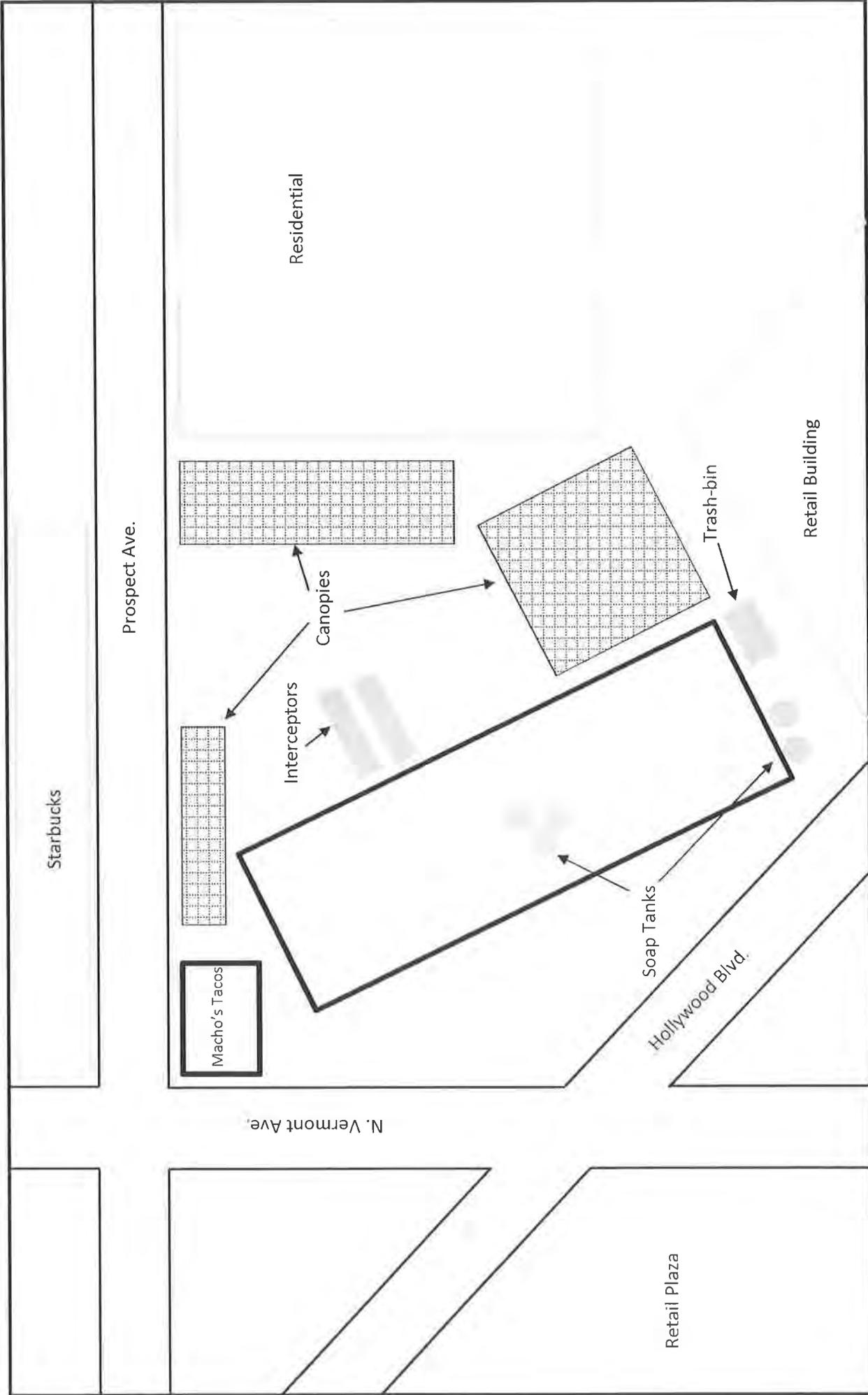
It is possible that additional information exists beyond the scope of this investigation. Changes in site use and conditions may occur due to variations in rainfall, temperature, water usage, economic and/or other factors. Additional information, which was not available to the consultant at the time this investigation was conducted or changes, which may occur on the site, may result in a modification to the summary and recommendations presented. This report is not a legal opinion.

Any drawing or map appearing in this report or any statement dimensions, capacities, quantities or distances are approximate and are included to assist the reader in visualizing the property. Information, estimates and opinions furnished by WEECO and contained in this report were furnished from sources considered reliable and believed to be true and correct.

FIGURE (1)

SITE LOCATION MAP

FIGURE (2)
SITE PLOT PLAN



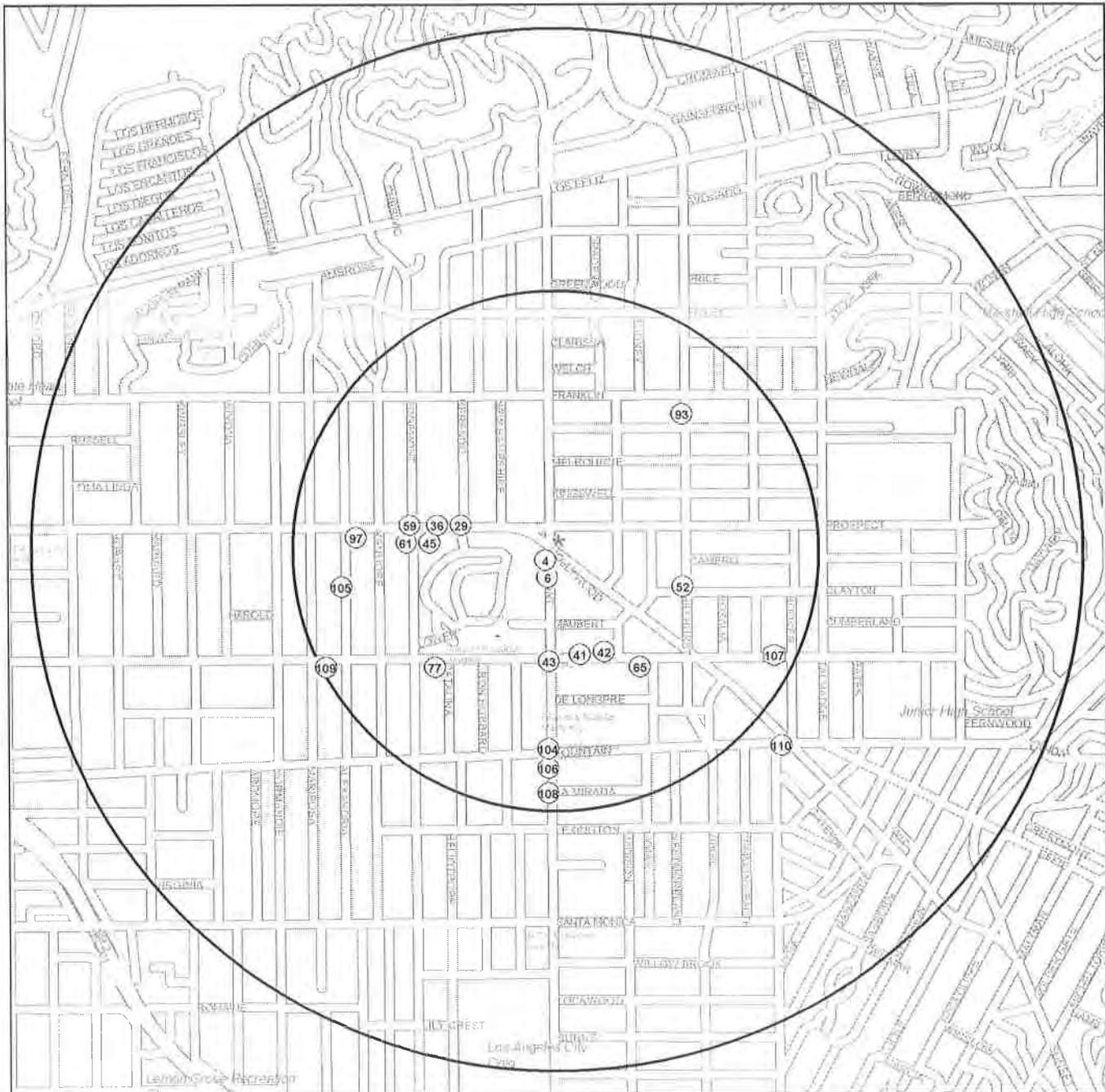
Subject Site: 4693 Hollywood Boulevard
 Los Angeles, CA 90027

NOT TO SCALE

Figure (2) Subject Site Plot Plan

FIGURE (3)

ENVIRONMENTAL CONCERNS WITHIN 1.0 MILE RADIUS
(MAP)

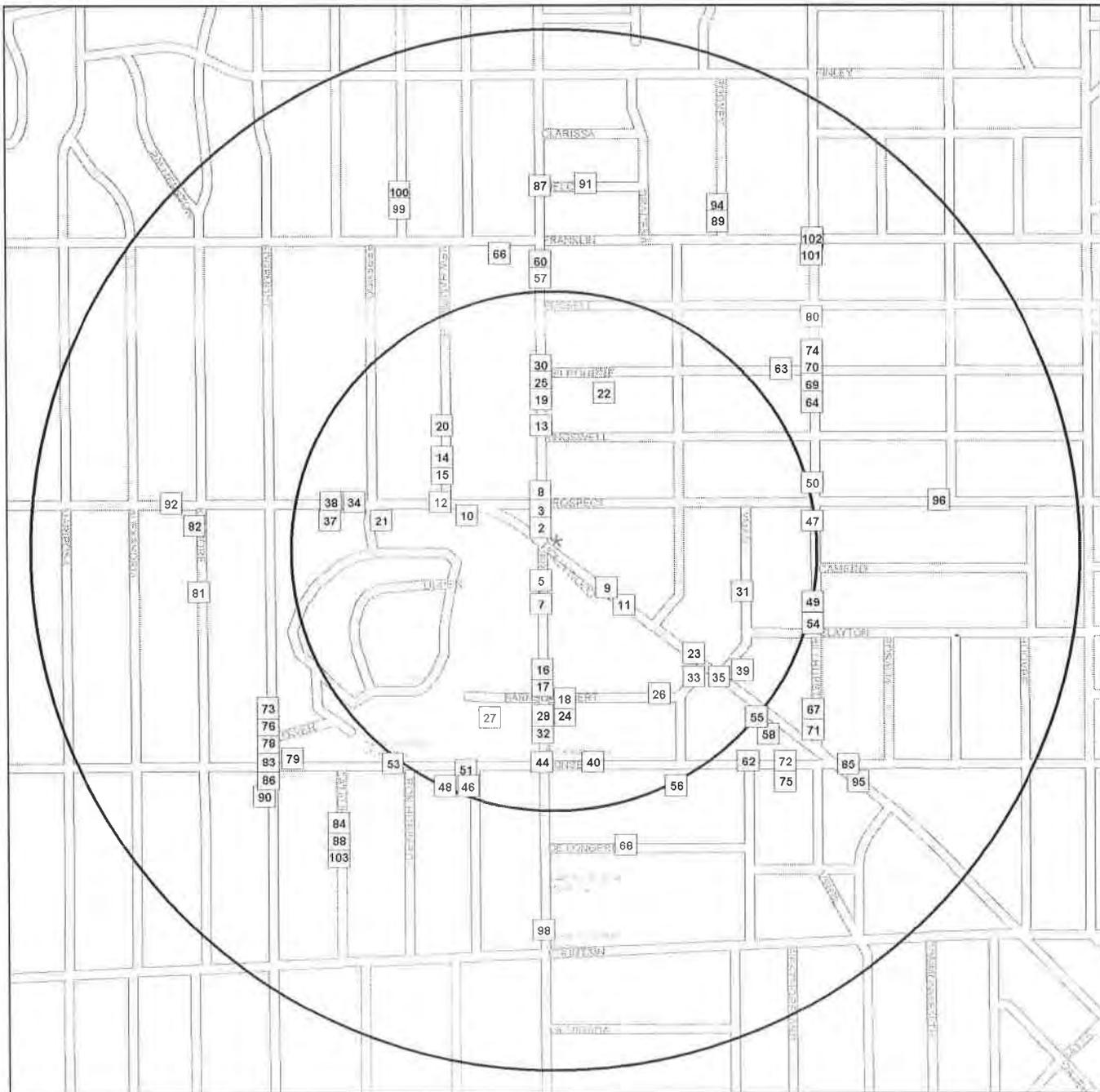


odd street numbers to the NW
 1/8 inch to 1/2 mile (the circles do not include any buffer zone)



-  ENVIRONMENTAL CONCERNS - HIGH PRIORITY
-  ENVIRONMENTAL CONCERNS
-  ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'
-  OPERATING PERMITS ONLY
-  WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY AT 4693 HOLLYWOOD BLVD, LOS ANGELES



odd street numbers to the NW
 3/6 inch to 1/2 mile (the circles do not include any buffer zone)



-  ENVIRONMENTAL CONCERNS - HIGH PRIORITY
-  ENVIRONMENTAL CONCERNS
-  ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'
-  OPERATING PERMITS ONLY
-  WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE AT 4693 HOLLYWOOD BLVD, LOS ANGELES

2	EXXONMOBIL OIL CORP #10300	93	CHEVRON #9-0140
3	HOLLYMONT CAR WASH	94	COURTLAND DANE MANAGEMENT GROU
4	1637 NORTH VERMONT BLVD LOS A	95	SUNSET 30 MINUTE PHOTO
5	DAVID DEVINE	96	ILUMINADA GUY
6	ARCO #5025	97	HOLLYWOOD GAS (FORMER)
7	FAT BURGER/HOLLYWOOD	98	MONCADA'S DENTAL OFFICE
8	BANK OF AMERICA	99	LES \$ MARGARET MACOWSKI
9	SAINT THOMAS MEDICAL CLINIC	100	LINA GERONCA
10	HOLLYWOOD CLEANERS	101	HEYDON S UNION
11	HAGOP BEZIKIAN MD	102	THRIFTY OIL STATION #276
12	KAJIMA/REY WILSON	103	1X CHURCH OF SCIENTOLOGY
13	HOLLYMONT CLEANERS	104	QUEEN OF ANGLS-HWD PRESBYTERIA
14	LOS FELIZ EL	105	ALEX PILIBOS ARMENIAN APOST SC
15	HOLLYWOOD LUTHERAN CHURCH	106	76 PRODUCTS STATION #3647
16	THRIFTY STORE #5435	107	DUMP
17	THRIFTY 129	108	PACIFIC BELL (G1-125)
18	TIME O MAX ONE HOUR PHOTO	109	THRIFTY #183
19	PRESTIGE MANAGEMENT INC	110	SAV-MOR OIL CO #343
20	VICTOR ADJEMIAN		
21	AUTOMOBILE CLUB OF SOUTHERN CA		
22	HVBB MEDICAL GROUP		
23	GLORIA C DINGLASAN DDS		
24	M E T		
25	ROTHMAN, MIKE		
26	CHILDREN'S HOSPITAL LOS ANGELE		
27	KAISER FOUND HOSPITALS		
28	FIRST INTERSTATE BANK		
29	MTA - BARNSDALL PARK		
30	FIGARO RESTURANT		
31	1X PAUL F MATTOON #3		
32	KAISER PERMANENTE RESEARCH LAB		
33	MONOCAL MOTORS INC		
34	CITY OF L A CULTURAL AFFAIRS		
35	ESTATE OF LEONOR W GRIFFIN		
36	HOLLYWOOD CAR WASH		
37	WILLD, JOHN		
38	DANILO MANAHAN DMD		
39	HOLLYWOOD BODY AND FENDER WORK		
40	THE L A COUNTY TRANS AUTH		
41	CHILDREN'S HOSPITAL, LOS ANGEL		
42	CHILDREN'S HOSPITAL, LOS ANGEL		
43	CADILLAC - FAIRVIEW SITE		
44	4900 SUNSET		
45	EDGEMONT HOSPITAL		
46	KAISER FOUNDATION HEALTH PLAN		
47	ABC MEDICAL CLINIC		
48	KAISER FOUND HLTH PLAN		
49	RONALD WONG		
50	JOHN AAROW & ASSOCIATES		
51	KAISER FOUNDATION		
52	FIRE STATION #35		
53	THE CHURCH SCIENTOLOGY		
54	CASTLE FORD BODY SHOP		
55	HOLLYWOOD MOVING CENTER		
56	CHILDRENS HOSP OF L A		
57	VIDEO HUT		
58	CASTLE FORD SALES INC		
59	UNOCAL #3837 (FORMER)		
60	LLOYDS ARCO STA		
61	SHELL OIL CO (FORMER)		
62	CHILDRENS HOSPITAL THRIFT STOR		
63	BYUNG S KIM & SUNG JA KIM		
64	ISE AUTOMOTIVE INC		
65	CHILDRENS HOSPITAL		
66	O CLEANING STORE		
67	KAISER PERMANENTE		
68	WALGREENS #11449		
69	VIDE O ASIS		
70	VIDEO OASIS & 1 HOUR PHOTO		
71	AUTOZONE INC #5412		
72	VONS STORE #2665		
73	KAISER PERMANENTE HOSPITAL		
74	EDWARD HOM DDS		
75	APPLIED GRAPHICS		
76	BARNSDELL GARDENS		
77	KAISER PERMANENTE		
78	KAISER FOUNDATION HEALTH PLAN		
79	KAISER FOUNDATION HOSPITALS		
80	CELEBRITY CLEANERS		
81	KAISER FOUNDATION HEALTH PLAN		
82	PANOS INDUSTRIES		
83	KAISER PERMANENTE		
84	CHURCH OF SCIENTOLOGY		
85	90703		
86	KAISER PERMANENTE		
87	1930 VERMONT LLC		
88	PACIFIC RENOVATIONS		
89	RODNEY DRIVE HOA		
90	KAISER FOUND HLTH PLAN 4900		
91	U-HAUL OF LOS ANGELES/C		
92	THRIFTY CLEANERS		

INDEX OF SITES LISTED BY MAP NUMBERS

FIGURE (4)

TOPOGRAPHIC MAP / AERIAL PHOTOGRAPH



Scale: 1/6 inches to 1/2 mile



UTM North is straight up

Longitude: -118° 17' 29.7"
 Latitude: 34° 6' 4"
 UTM Easting: 380859 meters
 UTM Northing: 3773926 meters
 UTM Zone: NAD 11

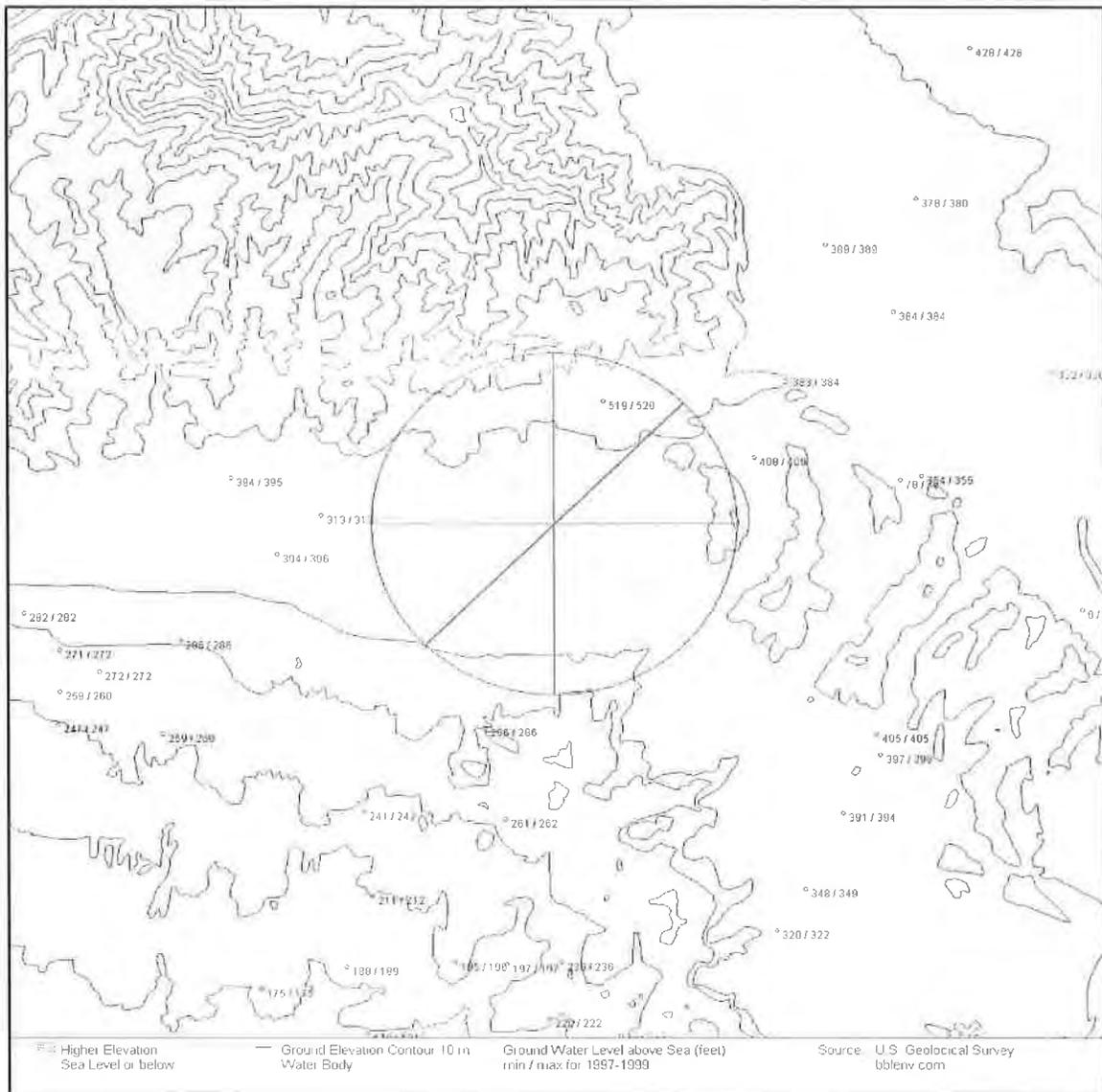
County: LOS ANGELES

AREA RADON ESTIMATES
 LOS ANGELES County (69 sites tested)

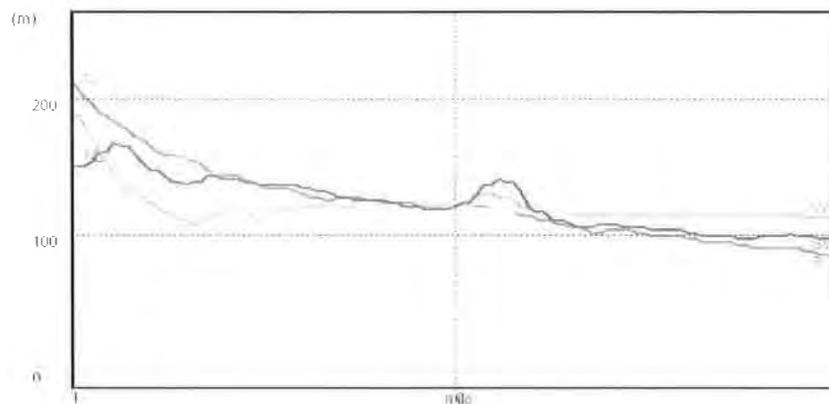
<2 pCi/L	92.8%
2-4 pCi/L	5.8%
4-8 pCi/L	1.4%
8-20 pCi/L	0.0%
20 > pCi/L	0.0%

Source: U.S. Dept of Interior, Geological Survey
 HOLLYWOOD, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
 4693 HOLLYWOOD BLVD, LOS ANGELES



Elevation Contour overview map (6*6 mile)



Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT 4693 HOLLYWOOD BLVD, LOS ANGELES



- 
LIQUEFACTION
 Areas where historic occurrence of liquefaction, or geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required

- 
EARTHQUAKE-INDUCED LANDSLIDES
 Areas where previous occurrence of landslide movement, or topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required

- 
LIQUEFACTION and EARTHQUAKE-INDUCED LANDSLIDES

- 
AREAS COVERED BY INVESTIGATION

- 
AREAS NOT COVERED BY INVESTIGATION

- 
EARTHQUAKE FAULT ZONES
 As defined by the Alquist-Priolo Earthquake Fault Zoning Act described in Public Resource Code Chap 7 5 Div 2

 Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture. Evidence of historical offset indicated by year of event or C for displacement caused by creep or possible creep

- 
 Accurately located

- 
 Approximately located

- 
 Inferred location

- 
 concealed location

- SOURCE** State of California, Dept of Conservation, Div of Mines & Geology
 Official Maps of Seismic Hazard Zones (s)
 Earthquake Fault Zones (f)
 HOLLYWOOD MARCH 1999 (s) JULY 1986 (f)

**Seismic Hazards in the vicinity of the subject site located at
 4693 HOLLYWOOD BLVD, LOS ANGELES**



Scale: 1 inch to 528 feet



UTM North is straight up

Longitude: -118° 17' 29.7"
Latitude: 34° 6' 4"
UTM Easting: 380859 meters
UTM Northing: 3773926 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: Google Earth
Quadrangle:
Date: Recent
Film Type: Color

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
4693 HOLLYWOOD BLVD, LOS ANGELES

TABLE (1)

**LIST OF FEDERAL, STATE & REGIONAL RECORDS
SEARCHED**

SUBJECT SITE INFORMATION

Address	4693 HOLLYWOOD BLVD	County	LOS ANGELES
City	LOS ANGELES CA 90027	Latitude	34° 6' 4"
Present Tenant	No Commercial Listing	Longitude	118° 17' 30"
		Easting	380859m
		Northing	3773926m
		Zone	11

Environmental Concerns	Page	Search Dist	Site	< 1/8	1/8-1/4	1/4-1/2	1/2-1/1	area	un kwn	total
National Priority List	1	1 mile								
CERCLIS	1	1/2 mile								
NFRAP	1	1/2 mile								
Federal Facilities	2	1/2 mile								
Emergency Response Notification System	2	1/4 mile		1						1
Hazardous Material Incident Report System	2	subject								
Targeted Brownfields Assessments	3	1/2 mile								
Site Enforcement Tracking System	3	1/2 mile								
Enforcement Docket (DOCKET/CDETS)	3	1/4 mile								
C-Docket	3	1/4 mile								
Integrated Compliance Information System	3	1/2 mile				1				1
CORRACTS	4	1 mile								
RCRA - TSD Facilities	4	1/2 mile								
Clandestine Drug Laboratories	4	1/2 mile								
Indian LUST/VCP/UST	4	1/2 mile								
Federal Enforcement Dockets	5	1/4 mile								
Federal Lead	5	1 mile								
State Response	5	1/2 mile								
Voluntary Cleanup Program	5	1/2 mile								
Properties Needing Further Evaluation	6	1/2 mile			1					1
Military Evaluation Sites	6	1/2 mile								
Expedited Remedial Action	6	1/2 mile								
Border Zone	6	1/2 mile								
School Property Evaluation Program	6	1/4 mile			1					1
SMBRPD Land Use Restrictions	7	1/2 mile								
HWMP Deed/Land Use Restrictions	7	1/2 mile								
Corrective Action	7	1/2 mile								
Historical Sites	7	1/2 mile								
CALSITES - No Further Action	8	1/4 mile								
Cortese	8	1/2 mile								
Leaking Underground Storage Tanks	8	1/2 mile		2	6	7	1			16
Solid Waste Information System	16	1 mile								
Well Investigation Program	16	1 mile								
Drinking Water Program	16	1/2 mile								
Toxic Releases	17	1/2 mile		1						1
Land Disposal Sites	17	1/2 mile			1					1
Toxic Pits	18	1 mile								
Solid Waste Assessment Test	18	1 mile				1				1
Environmental Concern References				4	9	9	1			23
Environmental Concern Sites				3	9	9	1			22
Operating Permits										
RCRA Generators	19	1/4 mile		8	11	5				24
SARA Title III, section 313 (TRIS)	24	1/4 mile								
Nuclear Regulatory Commission Licensees	24	1/4 mile								
PCB Waste Handlers Database	24	1/4 mile								
Permit Compliance System (PCS)	24	1/4 mile								
AIRS Facility System (AFS)	24	1/4 mile					2			2
Section Seven Tracking System	25	1/4 mile								
FIFRA/TSCA tracking system	25	1/4 mile		1	1					2
Federal Facilities Information System (FFIS)	26	1/4 mile								
Chemicals in Commerce Information System	26	1/4 mile								
FINDS EPA Facility Index System	26	1/4 mile								
Hazardous Waste Information System	26	1/4 mile		32	35	26				93
Underground Storage Tanks	48	1/4 mile		6	11	9				26
Operating Permits References				47	58	42				147
Operating Permits Sites				30	31	26				87
Total References				51	67	51	1			170
Total Sites				33	40	35	1			109

TABLE (2)

ENVIRONMENTAL CONCERNS WITHIN 1.0-MILE RADIUS

KNOWN ENVIRONMENTAL CONCERNS

4693 HOLLY

WOOD BLVD, LOS ANGELES CA

Page: 13

Date: 11-25-2014

Job: WEEC4378

ADDRESS	CITY	LOCATION	SOU-RCE	STA-TUS	PA-GE	MAP-LOC	DIR-LOC
---------	------	----------	---------	---------	-------	---------	---------

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE

1637 N VERMONT AVE	LOS ANGELES	1637 NORTH VERMONT BLVD LOS A	ERNS		2	4	SW
1630 N VERMONT AVE	LOS FELIZ	ARCO #5025 BP WEST COAST PRODUCTS LLC 050 BP WEST COAST PRODUCTS LLC 050 ARCO MINI MARKET/FUEL STATION YITZHAK HACHAMOFF ARCO PRODUCTS CO FAC 5025 PRESTIGE STATIONS INC NO 6261	LUST HWIS HWIS UST UST HWIS RCRA	REM 27 27 2014 87&A9	9	6	S
4800 HOLLYWOOD BLVD	LOS ANGELES	MTA - BARNSDALL PARK MTA - BARNSDALL PARK MTA - BARNSDALL PARK BARNSDALL PARK CITY OF LOS ANGELES - PUBLIC W LA HOLLYHOCK HOUSE	NT NT LUST RCRA HWIS HWIS	3 CLSD CLSD S	17	29	W
4810 HOLLYWOOD BLVD	HOLLYWOOD	HOLLYWOOD CAR WASH	LUST	CLSD	11	36	W
4810 HOLLYWOOD BLVD, 4810-20	LOS ANGELES	WILLD, JOHN	HWIS		33	36	W
4810 HOLLYWOOD BLVD	LOS ANGELES	EVI ENTERPRISES CORPORATION HOLLYWOOD CAR WASH	UST UST	1998I 87	50 50	36	W
4650 SUNSET BLVD	LOS ANGELES	CHILDREN'S HOSPITAL, LOS ANGEL	SC		7	41	S
4650 W SUNSET BLVD	LOS ANGELES	CHILDREN'S HOSPITAL, LOS ANGEL	FE		6	42	S
4650 W SUNSET BLVD, #42	LOS ANGELES	CHILDRENS HOSPITAL LOS ANGELES	FIFRA		26	42	S
4650 W SUNSET BLVD	LOS ANGELES	CHILDREN'S HOSPITAL OF LOS ANG CHILDREN'S HOSP OF LOS ANGELES CHILDRENS HOSPITAL CHILDREN'S HOSP OF LOS ANGELES KHS & S CONTRACTORS CHILDREN'S HOSPITAL OF LOS ANG	UST HWIS HWIS HWIS HWIS HWIS	87	50 34 34 34 35 35	42	S
4650 W SUNSET BLVD, #42	LOS ANGELES	CHILDRENS HOSPITAL LOS ANGELES	RCRA	L	21	42	S
4650 W SUNSET BLVD	LOS ANGELES	CHILDREN'S HOSPITAL OF LOS ANG THE CHILDRENS HOSPITAL CHILDREN'S HOSPITAL OF L A	UST HWIS UST	87&A9 35 2014	50 50	42	S
DEL AMO BLVD BETWEEN NORMANDIE	LOS ANGELES	CADILLAC - FAIRVIEW SITE	LD	CLSD	17	43	S
4841 HOLLYWOOD BLVD	LOS FELIZ	EDGEMONT HOSPITAL HEALTH INDUSTRIES OF AMERICA KAISER FOUNDATION HEALTH PLAN HEALTH INDUSTRIES OF AMERICA KAISER FOUNDATION HEALTH PLAN EDGEMONT HOSPITAL	LUST UST HWIS UST HWIS HWIS	CLSD A2	11 50 35 50 36 36	45	W
1601 HILLHURST AVE	LOS ANGELES	FIRE STATION #35 LA FIRE STATION 35 LOS ANGELES FIRE STATION 35 FIRE STATION 35 CITY OF L A GENERAL SERVICES	LUST RCRA UST UST HWIS	CLSD S 2014 87&A9	11 22 51 51 37	52	E
4900 HOLLYWOOD BLVD	LOS FELIZ	UNOCAL #3837 (FORMER) UNOCAL SVC STA #3837 UNION OIL SERVICE STATION 3837 SERVICE STATION 3837 UNOCAL SVC STA #3837	LUST RCRA UST UST HWIS	CLSD	12 22 87 8798I 38	59	W
4905 HOLLYWOOD BLVD	LOS ANGELES	SHELL OIL CO (FORMER) HOME SAVING KIDS DENTAL KARE	LUST HWIS HWIS	CLSD	12 39 39	61	W
4560 W SUNSET BLVD	LOS ANGELES	CHILDRENS HOSPITAL	LUST	CLSD	12	65	SE

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

4867 W SUNSET BLVD	LOS ANGELES	KAISER PERMANENTE KAISER FOUNDATION INC KAISER FOUNDATION KAISER FOUND HLTH KAISER FOUND HLTH	LUST HWIS HWIS RCRA HWIS	CLSD L	12 42 42 23 42	77	SW
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KNOWN ENVIRONMENTAL CONCERNS

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ADDRESS	CITY	LOCATION	SOU- RCE AFS	STA- TUS	PA GE	MAP DIR LOC
		KAISER FOUND HLTH			25	
1869 HILLHURST AVE	LOS ANGELES	CHEVRON #9-0140 BAYLESS CHEVRON BAYLESS CHEVRON CHEVRON STATION 90140 CHEVRON PRODUCTS SS#_90140 CHEVRON STATION 90140 BAYLESS CHEVRON CHEVRON U S A #90141 CHEVRON STATION #9-0140	LUST RCRA UST HWIS RCRA HWIS HWIS UST	CLSD 87&A9 S 2014	12 23 53 45 46 23 46 46 53	93 NE
4877 HOLLYWOOD BLVD	LOS ANGELES	HOLLYWOOD GAS (FORMER) KHATCHA TOURIAN HOLLYWOOD INDEPENDENT GARAGE AL KATCHATOURIAN HOLLYWOOD WAY BARGAIN GAS HOLLYWOOD STAR AUTO REPAIR	LUST HWIS HWIS HWIS UST HWIS	CLSD	12 46 46 47 47 53 47	97 W
1300 N VERMONT AVE	LOS ANGELES	QUEEN OF ANGLS-HWD PRESBYTERIA	LUST	CLSD	13	104 S
1615 N ALEXANDRIA AVE	LOS ANGELES	ALEX PILIBOS ARMENIAN APOST SC	IS		4	105 W
1270 N VERMONT AVE	LOS ANGELES	76 PRODUCTS STATION #3647	LUST	CLSD	13	106 S
SUNSET BLVD & N COMMONWEALTH	LOS ANGELES	DUMP	SW	8	18	107 E
1255 N VERMONT AVE	LOS ANGELES	PACIFIC BELL (G1-125)	LUST	CLSD	13	108 S
5025 W SUNSET BLVD	LOS ANGELES	THRIFTY #183	LUST	CLSD	13	109 SW

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

4359 W SUNSET BLVD	LOS ANGELES	SAV-MOR OIL CO #343	LUST	CLSD	16	110 SE
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ADDRESS	CITY	LOCATION	SOU- RCE	STA- TUS	PA GE	MAP DIR LOC
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1657 N VERMONT AVE	LOS ANGELES	EXXONMOBIL OIL CORP #10300 EXXONMOBIL OIL CORP 10300	HWIS HWIS		27 27	2 NW
1666 N VERMONT AVE	LOS ANGELES	HOLLYMONT CAR WASH HOLLYMONT CAR WASH	UST HWIS	8798I	49 27	3 NW
1633 N VERMONT AVE	LOS ANGELES	DAVID DEVINE	HWIS		27	5 S
1611 N VERMONT AVE	HOLLYWOOD	FAT BURGER/HOLLYWOOD	HWIS		28	7 S
1715 N VERMONT AVE	HOLLYWOOD	BANK OF AMERICA	HWIS		28	8 N
4652 HOLLYWOOD BLVD	LOS ANGELES	SAINT THOMAS MEDICAL CLINIC	HWIS		28	9 SE
4730 HOLLYWOOD BLVD	HOLLYWOOD	HOLLYWOOD CLEANERS HOLLYWOOD CLEANERS	RCRA HWIS	S	19 28	10 W
4645 HOLLYWOOD BLVD,# 4	LOS ANGELES	HAGOP BEZIKIAN MD	HWIS		28	11 SE
4645 HOLLYWOOD BLVD ,STE 2	HOLLYWOOD	KYORK DABBAGH DDS	HWIS		28	11 SE
4748 HOLLYWOOD BLVD	LOS ANGELES	KAJIMA/REY WILSON KAJIMA/RAY WILSON	HWIS HWIS		28 29	12 W
1759 N VERMONT AVE	LOS ANGELES	HOLLYMONT CLEANERS HOLLYMONT CLEANERS	HWIS RCRA	S	29 19	13 N
1740 N NEW HAMPSHIRE AVE	LOS ANGELES	LOS FELIZ EL L A U S D LOS FELIZ EL	HWIS RCRA	S	29 19	14 NW
1733 N NEW HAMPSHIRE AVE	LOS ANGELES	HOLLYWOOD LUTHERAN CHURCH HOLLYWOOD LUTHERAN CHURCH	FIFRA FIFRA		25 25	15 NW
1535 N VERMONT AVE	LOS ANGELES	THRIFTY STORE #5435	HWIS		29	16 S
1533 N VERMONT AVE	LOS ANGELES	THRIFTY 129 RITE AID #6129	RCRA HWIS	S	19 29	17 S
1553 N VERMONT AVE	LOS ANGELES	TIME O MAX ONE HOUR PHOTO TIME O MAX ONE HOUR PHOTO TIME-O-MAX TIME O MAX	RCRA HWIS HWIS RCRA	S	20 29 30 20	18 S
1777 N VERMONT AVE	LOS ANGELES	PRESTIGE MANAGEMENT INC	HWIS		30	19 N
1759 N NEW HAMPSHIRE AVE	LOS ANGELES	VICTOR ADJEMIAN	HWIS		30	20 NW
4773 HOLLYWOOD BLVD	HOLLYWOOD	AUTOMOBILE CLUB OF SOUTHERN CA	HWIS		30	21 W
4651 MELBOURNE AVE	HOLLYWOOD	HVBB MEDICAL GROUP	HWIS		30	22 NE
4606 HOLLYWOOD BLVD,STE A	LOS ANGELES	GLORIA C DINGLASAN DDS	HWIS		30	23 SE
1520 N VERMONT AVE	LOS ANGELES	M E T	HWIS		30	24 S
1816 N VERMONT AVE	LOS ANGELES	ROTHMAN, MIKE	HWIS		30	25 N
4612 MAUBERT, 4612,4638, 4654	LOS ANGELES	CHILDREN'S HOSPITAL LOS ANGELE	HWIS		31	26 SE
4730 BARNSDALL AVE	LOS ANGELES	KAISER FOUND HOSPITALS KAISER FOUNDATION HOSPITALS KASISER PERMANENTE HOSPITAL	UST UST HWIS	2014 2010	49 49 31	27 SW
1517 N VERMONT AVE	LOS ANGELES	FIRST INTERSTATE BANK	HWIS		31	28 S
1802 N VERMONT AVE	LOS ANGELES	FIGARO RESTURANT	HWIS		31	30 N
1630 LYMAN PL	HOLLYWOOD	1X PAUL F MATTOON #3	HWIS		31	31 E
1515 N VERMONT AVE, # B	HOLLYWOOD	KAISER PERMANENTE RESEARCH LAB KAISER FOUND HLTH	HWIS RCRA		32 20	32 S
1515 N VERMONT AVE	LOS ANGELES	KAISER PERMANENTE KAISER PERMANENTE RESEARCH LAB KAISER MEDICAL CENTER	HWIS RCRA UST	X 1998I	32 20 49	32 S

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ADDRESS	CITY	LOCATION	SOURCE	STATUS	PA GE	MAP DIR LOC
		KAISER PERMANENTE HOSPITAL	HWIS		32	
4601 HOLLYWOOD BLVD	HOLLYWOOD	MONOCAL MOTORS INC	HWIS		32	33 SE
		MAZDA OF HOLLYWOOD	HWIS		32	
		ELEANOR W GRIFFIN	HWIS		32	
		ALEX SATIN OLDSMOBILE	HWIS		32	
		ALEX SATIN OLDS MAZDA	UST	87	49	
		ALEX SATIN OLDSMOBILE-MAZDA	UST	8798I	49	
		LIPPO BANK	HWIS		33	
		ALEX SATIN OLDSMOBILE	RCRA	X	20	
		HOLLYWOOD HYUNDAI MAZDA	RCRA	S	21	
4814 HOLLYWOOD BLVD	LOS ANGELES	CITY OF L.A CULTURAL AFFAIRS	HWIS		33	34 W
4575 HOLLYWOOD BLVD	LOS ANGELES	ESTATE OF LEONOR W GRIFFIN	HWIS		33	35 SE
4820 HOLLYWOOD BLVD	LOS ANGELES	WILLD, JOHN	HWIS		33	37 W
4836 HOLLYWOOD BLVD	HOLLYWOOD	DANILO MANAHAN DMD	HWIS		33	38 W
1566 LYMAN PL	HOLLYWOOD	HOLLYWOOD BODY AND FENDER WORK	HWIS		33	39 SE
		HOLLYWOOD BODY AND FENDER WORK	RCRA	S	21	
		ALLSTAR AUTO BODY	HWIS		33	
4661 W SUNSET BLVD	LOS ANGELES	THE L A COUNTY TRANS AUTH	HWIS		34	40 S
4700 W SUNSET BLVD	LOS ANGELES	KAISER PERMANENTE	HWIS		35	44 S
		4900 SUNSET	RCRA	S	21	
4733 W SUNSET BLVD	LOS ANGELES	KAISER FOUNDATION HEALTH PLAN	UST	1998I	51	46 S
1874 HILLHURST AVE	LOS ANGELES	ABC MEDICAL CLINIC	HWIS		36	47 E
4747 W SUNSET BLVD	LOS ANGELES	KAISER FOUND HLTH PLAN	HWIS		36	48 SW
		TEXACO INC	UST	1998I	51	
		KAISER FOUND HLTH PLAN	RCRA		21	
1616 HILLHURST AVE	LOS ANGELES	RONALD WONG	HWIS		36	49 E
1714 HILLHURST AVE	LOS ANGELES	JOHN AAROW & ASSOCIATES	HWIS		36	50 E
4760 W SUNSET BLVD	LOS ANGELES	KAISER FOUNDATION	HWIS		36	51 SW
		KAISER FOUNDATION INC	HWIS		37	
		KAISER FOUNDATION HOSPITALS IN	UST	2014	51	
		KAISER FOUNDATION HOSPITALS IN	UST	2010	51	
4810 W SUNSET BLVD	LOS ANGELES	THE CHURCH SCIENTOLOGY	HWIS		37	53 SW
1620 HILLHURST AVE	LOS ANGELES	CASTLE FORD BODY SHOP	HWIS		37	54 E
		CASTLE FORD SALES & CO	HWIS		37	
4550 HOLLYWOOD BLVD	HOLLYWOOD	HOLLYWOOD MOVING CENTER	UST	8798A	51	55 SE
		U HAUL 712-24	HWIS		37	
		U HAUL HOLLYWOOD 713 55	RCRA		22	
		U HAUL 713-55	HWIS		38	
4601 W SUNSET BLVD	LOS ANGELES	CHILDRENS HOSP OF L A	HWIS		38	56 SE
1868 N VERMONT AVE	LOS ANGELES	VIDEO HUT	HWIS		38	57 N
4531 HOLLYWOOD BLVD	LOS ANGELES	CASTLE FORD SALES INC	RCRA	S	22	58 SE
		CASTLE FORD SALES	UST	8798I	51	
		CASTLE FORD SALES, INC	HWIS		38	
		FIVE STAR AUTO GRP INC DBA HOL	HWIS		38	
1874 N VERMONT AVE	LOS ANGELES	LLOYDS ARCO STA	HWIS		39	60 N
		ARCO PRODUCTS CO FAC 19	HWIS		39	
		LA MANCHA DEVELOPMENT	UST	1998I	52	
4551 W SUNSET BLVD	LOS ANGELES	CHILDRENS HOSPITAL THRIFT STOR	HWIS		39	62 SE
4521 MELBOURNE AVE	LOS ANGELES	BYUNG S KIM & SUNG JA KIM	HWIS		39	63 NE
1774 HILLHURST AVE	LOS ANGELES	ISE AUTOMOTIVE INC	HWIS		39	64 NE
4716 FRANKLIN AVE	HOLLYWOOD	O CLEANING STORE	HWIS		39	66 N
		O CLEANING STORE	RCRA	S	22	
		"O" CLEANING STORE	HWIS		40	
		O CLEANING SERVICE	HWIS		40	

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PA GE	MAP DIR LOC
1530 HILLHURST AVE	LOS ANGELES	KAISER PERMANENTE KAISER PERMANENTE HOSPITAL	HWIS HWIS		40 40	67 SE
4616 DE LONGPRE AVE	LOS ANGELES	WALGREENS #11449	HWIS		40	68 S
1815 HILLHURST AVE	LOS ANGELES	VIDE 0 ASIS VIDE 0 ASIS	HWIS RCRA	S	40 22	69 NE
1802 HILLHURST AVE	LOS ANGELES	VIDEO OASIS & 1 HOUR PHOTO	HWIS		40	70 NE
1515 HILLHURST AVE	LOS ANGELES	AUTOZONE INC #5412	HWIS		41	71 SE
4520 W SUNSET BLVD	LOS ANGELES	VONS STORE #2665	HWIS		41	72 SE
1549 N EDMONT ST	LOS ANGELES	KAISER_PERMANENTE HOSPITAL	HWIS		41	73 SW
1814 HILLHURST AVE	LOS ANGELES	EDWARD HOM DDS	HWIS		41	74 NE
4867 W SUNSET BLVD	LOS ANGELES	KAISER LAMC KAISER HOSPITAL KAISER FOUNDATION HOSPITAL/C KAISER FOUNDATION HOSPITAL	HWIS HWIS UST UST		43 43 2014 87&A9 52	77 SW

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1515 HILLHURST AVE	LOS ANGELES	CHEIF AUTO PARTS INC	HWIS		41	71 SE
4519 W SUNSET BLVD	LOS ANGELES	APPLIED GRAPHICS	HWIS		41	75 SE
1630 N EDMONT ST,-APARTMENT COMP	LOS ANGELES	BARNSDILL GARDENS	HWIS		41	76 SW
1630 N EDMONT ST	LOS ANGELES	EDGEMONT APARTMENTS	HWIS		41	76 SW
1526 N EDMONT ST	LOS ANGELES	KAISER FOUNDATION HEALTH PLAN KAISER FOUNDATION HEALTH PLAN KAISER FOUNDATION HOSPITAL	HWIS HWIS UST		43 43 2013 52	78 SW
1550 N EDMONT ST	LOS ANGELES	KAISER FOUNDATION HOSPITALS NALCO COMPANY KAISER FOUNDATION HOSPITAL	HWIS HWIS AFS		43 43 25	79 SW
1857 HILLHURST AVE	LOS ANGELES	CELEBRITY CLEANERS CELEBRITY CLEANERS	HWIS RCRA	S	43 23	80 NE
1630 KENMORE ST	LOS ANGELES	KAISER FOUNDATION HEALTH PLAN WESTCO SERVICES CO	HWIS HWIS		44 44	81 W
4945 HOLLYWOOD BLVD	LOS ANGELES	PANOS INDUSTRIES	HWIS		44	82 W
1510 N EDMONT ST	LOS ANGELES	KAISER PERMANENTE	HWIS		44	83 SW
1425 N CATALINA ST	LOS ANGELES	CHURCH OF SCIENTOLOGY	HWIS		44	84 SW
4480 W SUNSET BLVD	LOS ANGELES	90703 CHEVRON USA STA #0703	UST HWIS	87981	52 44	85 SE
1505 N EDMONT ST	LOS ANGELES	KAISER PERMANENTE	HWIS		44	86 SW
1930 N VERMONT AVE	LOS ANGELES	1930 VERMONT LLC	HWIS		45	87 N
1414 N CATALINA ST	LOS ANGELES	PACIFIC RENOVATIONS	HWIS		45	88 SW
1910 RODNEY DR	LOS ANGELES	RODNEY DRIVE HOA	HWIS		45	89 NE
4900 W SUNSET BLVD	LOS ANGELES	KAISER FOUND HLTH PLAN 4900 KAISER PERMANENTE	HWIS UST		45 19981 52	90 SW
4550 WILCOX BLVD	HOLLYWOOD	U-HAUL OF LOS ANGELES/C	UST	2014	53	91 N
4970 HOLLYWOOD BLVD	LOS ANGELES	THRIFTY CLEANERS THRIFTY CLEANERS	HWIS RCRA	S	45 23	92 W
1917 RODNEY DR, 101-201	LOS ANGELES	COURTLAND DANE MANAGEMENT GROU	HWIS		46	94 NE
4470 W SUNSET BLVD, STE 108	LOS ANGELES	SUNSET 30 MINUTE PHOTO	HWIS		46	95 SE
4470 W SUNSET BLVD, STE 108	LOS ANGELES	SUNSET 30 MINUTE PHOTO	RCRA	S	23	95 SE

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4406 PROSPECT AVE	LOS ANGELES	ILUMINADA GUY	HWIS		46	96	E
1321 N VERMONT AVE,STE B	LOS ANGELES	MONCADA'S DENTAL OFFICE	HWIS		47	98	S
1321 N VERMONT AVE, #A	LOS ANGELES	MICHAEL SEGERDAL, DDS	HWIS		47	98	S
1928 N BERENDO ST	LOS ANGELES	LES \$ MARGARET MACOWSKI	HWIS		47	99	NW
1929 N BERENDO ST	LOS ANGELES	LINA GERONCA	HWIS		47	100	NW
1900 HILLHURST AVE	LOS ANGELES	HEYDON S UNION JOHN HEYDON	UST	8798I	53	101	NE
1901 HILLHURST AVE	LOS ANGELES	THRIFTY OIL STATION #276	UST	8798I	53	102	NE
1404 N CATALINA ST	LA	1X CHURCH OF SCIENTOLOGY CHURCH OF SCIENTOLOGY CHURCH OF SCIENTOLOGY CHURCH OF SCIENTOLOGY, MOTOR P PAC RENOVATIONS BUILDING MGMT SERVICES/C UNK	HWIS		48	103	SW
			HWIS		48		
			HWIS		48		
			HWIS		48		
			HWIS		48		
			UST	2014	54		
			UST	19&A9	54		

REFERENCED SOURCES

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NPL	NATIONAL PRIORITY LIST					
CERCLA	CERCLIS					
NFRAP	NFRAP					
FedFac	FEDERAL FACILITIES					
ERNS	EMERGENCY RESPONSE NOTIFICATION SYSTEM					
HM	HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM					
TB	TARGETED BROWNFIELDS ASSESSMENTS					
SETS	SITE ENFORCEMENT TRACKING SYSTEM					
CDETS	ENFORCEMENT DOCKET (DOCKET/CDETS)					
CD	C-DOCKET					
IS	INTEGRATED COMPLIANCE INFORMATION SYSTEM					
RV	CORRACTS					
TSD	RCRA - TSD FACILITIES					
	I Incinerator	D	Land Disposal	T		Storage/Treatment
LB	CLANDESTINE DRUG LABORATORIES					
II	INDIAN LUST/VCP/UST					
FD	FEDERAL ENFORCEMENT DOCKETS					
FL	FEDERAL LEAD					
SR	STATE RESPONSE					
VC	VOLUNTARY CLEANUP PROGRAM					
FE	PROPERTIES NEEDING FURTHER EVALUATION					
ME	MILITARY EVALUATION SITES					
EP	EXPEDITED REMEDIAL ACTION					
BZ	BORDER ZONE					
SC	SCHOOL PROPERTY EVALUATION PROGRAM					
LU	SMBRPD LAND USE RESTRICTIONS					
DR	HWMP DEED/LAND USE RESTRICTIONS					
CA	CORRECTIVE ACTION					
HI	HISTORICAL SITES					
CS-nfa	CALSITES - NO FURTHER ACTION					
CS	CORTESE					
LUST	LEAKING UNDERGROUND STORAGE TANKS					
	0 No action	3B	Prel site assmnt underway	7		Remedial action underway
	1 Leak being confirmed	5C	Pollution characterization	8		Post remedial action monitoring
	3A Site workplan submitted	5R	Remediation plan	9		Case closed
SWIS	SOLID WASTE INFORMATION SYSTEM					
WIP	WELL INVESTIGATION PROGRAM					
WQ	DRINKING WATER PROGRAM					
NT	TOXIC RELEASES					
LD	LAND DISPOSAL SITES					
	Land Disposal Sites					
TP	TOXIC PITS					
SW	SOLID WASTE ASSESSMENT TEST					
RCRA	RCRA GENERATORS					
	L Large Generator	T	Transporter	S		Small Generator
SARA	SARA TITLE III, SECTION 313 (TRIS)					
Nucl	NUCLEAR REGULATORY COMMISSION LICENSEES					
PCB	PCB WASTE HANDLERS DATABASE					
	PCB Waste Handlers Database					
	PCB Waste Handlers Database					
	03/08					
PCS	PERMIT COMPLIANCE SYSTEM (PCS)					
AFS	AIRS FACILITY SYSTEM (AFS)					
PE	SECTION SEVEN TRACKING SYSTEM					
FIFRA	FIFRA/TSCA TRACKING SYSTEM					
FIFS	FEDERAL FACILITIES INFORMATION SYSTEM (FFIS)					
CICIS	CHEMICALS IN COMMERCE INFORMATION SYSTEM					
FN	FINDS EPA FACILITY INDEX SYSTEM					
HWIS	HAZARDOUS WASTE INFORMATION SYSTEM					
UST	UNDERGROUND STORAGE TANKS					

ATTACHMENT (A)

ENVIRONMENTAL QUESTIONNAIRE

6. Transaction Screen Questionnaire

6.1 *Persons to Be Questioned*—The following questions should be asked of (1) the current owner of the property, (2) any major occupant of the property or, if the property does not have any major occupants, at least 10% of the occupants of the property, and (3) in addition to the current owner and the occupants identified in (2), any occupant likely to be using, treating, generating, storing, or disposing of hazardous substances or petroleum products on or from the property. A major

occupant is any occupant using at least 40% of the leasable area of the property or any anchor tenant when the property is a shopping center. In a multifamily property containing both residential and commercial uses, the preparer does not need to ask questions of the residential occupants. The preparer should ask each person to answer all questions to the best of the respondent's actual knowledge and in good faith. When completing the site visit column, the preparer should be sure to observe the property and any buildings and other structures on the property. The guide provides further details on the appropriate use of this questionnaire.

Description of Site: Address:

Carmesh & Mulhols tracts

" 4693 Hollywood Blvd Los Angeles, CA 90027

Question	Owner ¹			Occupants (if applicable)			Observed During Site Visit	
	Yes	No	Unk	Yes	No	Unk	Yes	No
1a. Is the property used for an industrial use?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
1b. Is any adjoining property used for an industrial use?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
6a. Are there currently any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No (sack)
6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No (sack)
7a. Did you observe evidence or do you have any prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No

¹ Unk = "unknown" or "no response"

Question	Owner			Occupants (if applicable)			Observed During Site Visit
7b. Did you observe evidence or do you have any prior knowledge that <i>fill dirt</i> has been brought onto the property that is of an unknown origin?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
8a. Are there currently any <i>pits, ponds, or lagoons</i> located on the <i>property</i> in connection with waste treatment or waste disposal?	Yes	No	Unk	Yes	No	Unk	<input checked="" type="radio"/> Yes <input type="radio"/> No (<i>Clarifiers</i>)
8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any <i>pits, ponds, or lagoons</i> located on the <i>property</i> in connection with waste treatment or waste disposal?	Yes	No	Unk	Yes	No	Unk	<input checked="" type="radio"/> Yes <input type="radio"/> No (<i>Clarifiers</i>)
9a. Is there currently any stained soil on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
9b. Did you observe evidence or do you have any prior knowledge that there has been previously, any stained soil on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
10a. Are there currently any registered or unregistered storage tanks (above or underground) located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (above or underground) located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the <i>property</i> or adjacent to any structure located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the <i>property</i> or adjacent to any structure located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
12a. Are there currently any flooring, drains, or walls located within the <i>facility</i> that are stained by substances other than water or are emitting foul odors?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls within the <i>facility</i> that were stained by substances other than water or were emitting foul odors?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
13a. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency?	Yes	No	Unk	Yes	No	Unk	Yes <input type="radio"/> No <input checked="" type="radio"/>
14. Does the <i>owner or occupant</i> of the <i>property</i> have any knowledge of <i>environmental liens</i> or governmental notification relating to past or recurrent violations of environmental laws with respect to the <i>property</i> or any <i>facility</i> located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	
15a. Has the <i>owner or occupant</i> of the <i>property</i> been informed of the past existence of <i>hazardous substances or petroleum products</i> with respect to the <i>property</i> or any <i>facility</i> located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	
15b. Has the <i>owner or occupant</i> of the <i>property</i> been informed of the current existence of <i>hazardous substances or petroleum products</i> with respect to the <i>property</i> or any <i>facility</i> located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	
15c. Has the <i>owner or occupant</i> of the <i>property</i> been informed of the past existence of environmental violations with respect to the <i>property</i> or any <i>facility</i> located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	
15d. Has the <i>owner or occupant</i> of the <i>property</i> been informed of the current existence of environmental violations with respect to the <i>property</i> or any <i>facility</i> located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	
16. Does the <i>owner or occupant</i> of the <i>property</i> have any knowledge of any <i>environmental site assessment</i> of the <i>property</i> or <i>facility</i> that indicated the presence of <i>hazardous substances or petroleum products</i> on, or contamination of, the <i>property</i> or recommended further assessment of the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	

Question	Owner			Occupants (if applicable)			Observed During Site Visit	
	Yes	No	Unk	Yes	No	Unk	Yes	No
17. Does the <i>owner</i> or <i>occupant</i> of the <i>property</i> know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any <i>hazardous substance</i> or <i>petroleum products</i> involving the <i>property</i> by any owner or occupant of the <i>property</i> ?								
18a. Does the <i>property</i> discharge waste water, on or adjacent to the <i>property</i> , other than storm water, into a storm water sewer system?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
18b. Does the <i>property</i> discharge waste water, on or adjacent to the <i>property</i> , other than storm water, into a sanitary sewer system?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
19. Did you observe evidence or do you have any prior knowledge that any <i>hazardous substances</i> or <i>petroleum products</i> , unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No

Government Records/Historical Sources Inquiry
(See guide, Section 10 of ASTM Practice E 1528-96)

21. Do any of the following Federal government record systems list the *property* or any *property* within the circumference of the area noted below:

National Priorities List (NPL)—within 1.0 mile (1.6 km)?

Yes No

CERCLIS List—within 0.5 mile (0.8 km)?

Yes No

RCRA CORRACTS Facilities—within 1.0 mile (1.6 km)?

Yes No

RCRA non-CORRACTS TSD Facilities—within 1.5 mile (0.8 km)?

Yes No

22. Do any of the following state record systems list the *property* or any *property* within the circumference of the area noted below:

List maintained by state environmental agency of *hazardous waste sites* identified for investigation or remediation that is the state agency equivalent to *NPL*—within approximately 1.0 mile (1.6 km)?

Yes No

List maintained by state environmental agency of sites identified for investigation or remediation that is the state equivalent to *CERCLIS* within 0.5 mile (0.8 km)?

Yes No

Leaking Underground Storage Tank (LUST) List—within 0.5 mile (0.8 km)?

Yes No

Solid Waste/Landfill Facilities—within 0.5 mile (0.8 km)?

Yes No

23. Based upon a review of *fire insurance maps* or consultation with the local fire department serving the *property*, all as specified in the guide, are any buildings or other improvements on the *property* or on an *adjoining property* identified as having been used for an industrial use or uses likely to lead to contamination of the *property*?

Yes No N/A

ATTACHMENT (B)

LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY

ZIMAS

Search

Reports

Resources

News

4646 W PROSPECT AVE Font: A A A

Address/ Legal
 Site Address 4646 W PROSPECT AVE
 Site Address 1660 N VERMONT AVE
 Site Address 1666 N VERMONT AVE
 Site Address 1664 N VERMONT AVE
 Site Address 1662 N VERMONT AVE
 Site Address 4650 W PROSPECT AVE
 ZIP Code 90027
 P/N Number 147B197 254
 Lot/Parcel Area (Calculated) 9 690 6 (sq ft)
 Thomas Brothers Grid PAGE 594 - GRID A4
 Assessor Parcel No. (APN) 5542001022
 Tract TR 3774
 Map Reference M B 41-12
 Block None
 Lot FR 1
 Arb (Lot Cut Reference) None
 Map Sheet 147B197

- Jurisdictional
- Planning and Zoning
- Assessor
- Case Numbers
- Citywide/Code Amendment Cases
- Adjacencies
- Seismic Hazards
- Economic Development Areas
- Public Safety

Identify Parcel

Address/ Legal
 Site Address 4693 W HOLLYWOOD BLVD
 Site Address 1650 N VERMONT AVE
 Site Address 1646 N VERMONT AVE
 Site Address 1642 N VERMONT AVE
 Site Address 4697 W HOLLYWOOD BLVD
 Site Address 4695 W HOLLYWOOD BLVD
 Site Address 1644 N VERMONT AVE
 ZIP Code 90027
 P/N Number 147B197 287
 Lot/Parcel Area (Calculated) 11,565.4 (sq ft)
 Thomas Brothers Grid PAGE 594 - GRID A4
 Assessor Parcel No. (APN) 5542001022
 Tract TR 3774
 Map Reference M B 41-12
 Block None
 Lot FR 2
 Arb (Lot Cut Reference) None
 Map Sheet 147B197

- Jurisdictional
- Planning and Zoning
- Assessor
- Case Numbers



4691 W. Hollywood Blvd.
 4689 "
 4687 "
 4685 "

9,690.6
 11,565.4
 + 6,749.9
28,005.9 SF

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
(and other FAQs)

Property Information

Assessor's ID No: 5542-001-022
Address: 4693 HOLLYWOOD
BLVD LOS ANGELES
CA 90027
Property Type: Commercial /
Industrial
Region / Cluster: 25 / 25697
Tax Rate Area (TRA): 08827

- [View Assessor Map](#)
- [View Index map](#)

Recent Sales Information

Latest Sale Date:
Indicated Sale Price:

[Search for Recent Sales](#)

2014 Roll Values

Recording Date: 08/08/2011
Land: \$2,362,969
Improvements: \$413,516
Personal Property: \$0
Fixtures: \$0
Homeowners' Exemption: \$0
Real Estate Exemption: \$0
Personal Property Exemption: \$0
Fixture Exemptions: \$0

- [2014 Annual Taxes](#)
- [Property tax payment FAQs](#)
- [Estimate supplemental taxes](#)

Property Boundary Description

TRACT NO 3774 EX OF ST LOTS 1 AND 2 AND
ALL OF LOT 3

Building Description

Building Improvement 1

Square Footage: 7,680
Year Build / Effective Year Built: 1965 / 1966
Bedrooms / Bathrooms: 0 / 0
Units: 0



0 100 200ft

12-30-64
 7-7-65
 10-8-65
 680220
 750210205
 950213

1995
 VERMONT
 AVE.

5542 | 1 |
 SCALE 1" = 80'



TRACT NO. 3774
 M. B. 41-12

CODE
 8827

FOR PREY. ASSMT. SEE: 662-34& 44

ASSESSOR'S MAP
 COUNTY OF LOS ANGELES, CALIF.



There are two ways to request a copy of the document image.

- 1) By fax using the request form. Click on the following link http://www.ladbs.ca.gov/permits/permit_related_forms/Research_Request_form.pdf to download the request form.
- 2) In person. Bring the following summary to one of the following Record counters

M = 15
P = 2

COUNTER HOURS
 MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
 WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles, CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys, CA 91401

Assessor Number: BOOK NUMBER: 5542 PAGE NUMBER: 001 PARCEL NUMBER: 022

Document Type	Sub Type	Document Date	Document Number	Document Number	Reel Batch Frame
BUILDING PERMIT	BLDG-NEW	11/13/1916	1916LA06702	Foundation	HIST: P1053 002 1153
BUILDING PERMIT	BLDG-NEW	1/5/1917	1917LA00093	Store & Apt	HIST: P1054 001 0185
BUILDING PERMIT	BLDG-NEW	5/4/1917	1917LA02703	Garage	HIST: P1054 002 2548
BUILDING PERMIT	BLDG-NEW	3/31/1920	1920LA04934		HIST: P1065 002 0901
BUILDING PERMIT	BLDG-NEW	9/11/1924	1924LA36795	Stores	HIST: P1136 002 0493
BUILDING PERMIT	BLDG-NEW	8/13/1926	1926LA23404	Barber shop	HIST: P1163 002 1673
BUILDING PERMIT	BLDG-NEW	2/24/1927	1927LA05146	loading	HIST: P1169 002 0885
BUILDING PERMIT	BLDG-NEW	5/5/1927	1927LA12786	Cooking	HIST: P1172 001 2776
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/10/1938	1938LA13709	Store	HIST: P1287 002 1815
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/20/1948	1948LA13124		HIST: P1411 002 0332
BUILDING PERMIT	BLDG-NEW	2/7/1958	X1958LA92751		HIST: P1671 002 2572
BUILDING PERMIT	GRADING	12/10/1964	X1964LA83004		HIST: P1732 002 1584
BUILDING PERMIT	BLDG-NEW	12/10/1964	X1964LA83005		HIST: P1732 002 1586
BUILDING PERMIT	BLDG-NEW	1/10/1970	X1970LA02039		HIST: P1781 001 1235
BUILDING PERMIT	BLDG-NEW	11/10/1970	X1970LA19646		HIST: P1788 002 1481
CERTIFICATE OF OCCUPANCY		11/2/1965	1965LA00799		HIST: OT170 1 1868

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
CERTIFICATE OF OCCUPANCY		11/2/1965	1964LA83005	HIST: O170 1 1869 HIST: O170 1 1869 HIST: O397 HIST: O397 IDIS: O0664 00997 0000 IDIS: O0664 00997 0000
CERTIFICATE OF OCCUPANCY		10/7/1965	1965LA94258	HIST: O170 1 1870 HIST: O397 IDIS: O0664 00998 0000
CERTIFICATE OF OCCUPANCY		10/7/1965	1965LA94258	HIST: O170 1 1870 HIST: O397 IDIS: O0664 00998 0000

All applications must be filled out by applicant

WARD.....

PLANS AND SPECIFICATIONS
and other data to be filed

BOARD OF PUBLIC WORKS
DEPARTMENT OF BUILDINGS

2

Application for the Erection of Frame Building
CLASS "D"

To the Board of Public Works of the City of Los Angeles:
Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the issuance of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 5 FIRST FLOOR ASSESSOR PLEASE VERIFY

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

Lot No. 30 Block (Description of Property) W Portion of Lick Tr
District No. 30 M. B. Page 5 F. B. Page 228
No. 1642-4-6, N. Vermont Ave Street

BY [Signature] Deputy
O. K. C. [Signature] Engineer

(USE INK OR INDELIBLE PENCIL)

- Purpose of Building Foundation only No. of Rooms..... No. of Families.....
 - Owner's name J. W. Waram Phone 60659
 - Owner's address 323 Andrews Blvd
 - Architect's name J. M. Patterson Phone.....
 - Contractor's name Richard Newstead Phone.....
 - Contractor's address.....
 - ENTIRE COST OF PROPOSED BUILDING (including Plumbing, Gas Fitting, Sewers, Ceapoints, Elevators, Painting, Finishing, etc.) \$ 3500.00
 - Any other buildings on the lot? with the permit hereon used?
 - Size of proposed building..... feet
 - Number of stories in height.....
 - Material of foundation..... Size footings..... Size walls.....
 - Material of chimneys..... Number of inlets to flues..... Interior size of flues.....
 - Give sizes of following materials: REDWOOD MUDSILLS x Girders x
- EXTERIOR studs x INTERIOR BEARING studs x Interior Non Bearing studs x
 Ceiling joists x Roof rafters x FIRST FLOOR JOISTS x
 Second floor joists x Third floor joists x Specify material of roof.....

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Building Ordinances will be complied with, whether herein specified or not.

(Sign here)

FOR DEPARTMENT USE ONLY

PERMIT NO. <u>6702</u>	Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink) <u>[Signature]</u> Plan Examiner	Application checked and found correct O. K. (Use Rubber Stamp) NOV 13 1916	NOV 13 1916
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11/13/1916
6702

All applications must be filled out by applicant

PLANS AND SPECIFICATIONS and other data must also be filed

WARD 2

BOARD OF PUBLIC WORKS DEPARTMENT OF BUILDINGS

2

Application for the Erection of Frame Building CLASS "D" (Brick Building)

To the Board of Public Works of the City of Los Angeles: Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned as, licent and which shall be deemed conditions entering into the exercise of the permit: First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

ground 1 ft.
2 x 6
all provisions of or not.

TAKE TO ROOM No. 6 FIRST FLOOR ASSESSOR PLEASE VERIFY
TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

Lot No. 17 1/2 Block 3
(Description of Property) on E. Grand Ave. E. corner of block of LOT 39 West of Main St. and N. Vermont Ave.
District No. 3 M. B. Page 5 F. B. Page 225
No. 4693 to 4697 Hollywood Blvd. and 1642 to 1648 N. Vermont Ave.

C. K. City Engineer
By [Signature] Deputy

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building stores and apartments No. of Rooms 24 No. of Families 9
2. Owner's name J.G. MACKEN Phone Main 1587
3. Owner's address 359 North Main Street. Phone Main 2576
4. Architect's name H.M. Patterson. Phone 52677 (Home)
5. Contractor's name H.J. Myers.
6. Contractor's address 681 South Broadway Ave.
7. ENTIRE COST OF PROPOSED BUILDING \$32,000.00
8. Any other buildings on the lot? no How used?
9. Size of proposed building 90' x 122' Height to highest point 30' feet
10. Number of stories in height 3 Character of ground hard clay with gravel
11. Material of foundation concrete Size footing 24" x 12" Size wall 16" Depth below ground 6'
12. Material of chimneys brick Number of inlets to base 3 Interior size of base 12" x 12"
13. Give sizes of following materials: REDWOOD MUDSILLS Cords 12" x 12"
EXTERIOR studs 2" x 4" INTERIOR BEARING studs 2" x 6" Interior Non-Bearing studs 2" x 4"
2" x 4" Ceiling joists 2" x 6" Roof rafters 2" x 8" FIRST FLOOR JOISTS 2" x 10"
Second floor joists 2" x 10" Third floor joists 2" x 10" Specify material of roof composition
14. State number of Plumbing fixtures to be installed 66 Number of gas outlets 66
15. State if there is a sewer or cesspool to be constructed on this lot Sewer in Vermont Ave.
(No cesspools allowed where there is a street sewer.)
16. Plumbing and gas fitting contractor's name (contract not let)
I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Building Ordinances will be complied with, whether hereby specified or not.
(Sign here) H.M. Patterson (Owner or authorized agent)

PERMIT NO. 93
Plans and specifications checked and found to comply with Ord. - [Signature]
Application checked and found correct - [Signature]
JAN 5 1917

11511917 # 60093

All applications must be filled out by applicant

PLANS AND SPECIFICATIONS and other data must also be filed

2

BOARD OF PUBLIC WORKS DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

- First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 FIRST FLOOR ASSESSOR PLEASE VERIFY

Lot No. 3 Block (Description of Property) of a subdiv. division of lots 39 and 40 of the Sixth Tract, 16th and 17th Land of 1st & 2nd, by R/W in the R/W 30 -

TAKE TO ROOM No. 405 SOUTH ANNEX

District No. 30 M. B. Page 5 F. B. Page 228 No. #4171 Hall of 1st floor (Location of Job)

ENGINEER PLEASE VERIFY

Street

(USE INK OR INDELIBLE PENCIL)

- 1. Purpose of Building Garage No. of Rooms 3 No. of Families
2. Owner's name J. G. Warren Phone M. 1587
3. Owner's address 1359 North Main Street
4. Architect's name H. M. Patterson Phone M. 2595
5. Contractor's name H. J. Myers Phone S.W. 054
6. Contractor's address 471 Beverington
7. ENTIRE COST OF PROPOSED WORK including Plumbing, Gas Fitting, Sewers, Ceasapools, Elevators, Painting, Finishing, etc. \$ 275.00
8. Any other buildings on this lot? No How used?
9. Size of proposed building 18' x 30' Height to highest point 10'-6" feet
10. Number of stories in height one Character of ground Sandy clay
11. Material of foundation concrete Size footings 12" x 12" Size wall Depth below ground 6"
12. Material of chimneys No chimneys Number of inlets to flues Interior size of flues x
13. Give sizes of following materials: REDWOOD MUDSILLS 3 x 4 Girders
EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs
Ceiling joists x Roof rafters 2 x 4 FIRST FLOOR JOISTS 4 x 4
Second floor joists x Third floor joists x Specify material of roof

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) H. M. Patterson, Architect (NAME OF AUTHORIZED AGENT)

FOR DEPARTMENT USE ONLY PERMIT NO. 2703 Application checked and found O. K. (Use Rubber Stamp) MAY 4 1917

51411917, #2703

All Applications must be filled out by Applicant

PLANS AND SPECIFICATIONS
and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

2

Application for the Erection of Frame Building CLASS "D"

To the Board of Public Works of the City of Los Angeles:
Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO
ROOM No. 6
FIRST
FLOOR
CITY CLERK
PLEASE
VERIFY

Lot No. 39 Block Lis' East
(Description of Property)
District No. 30 M. B. Page 5 F. B. Page 230

O. K. City Clerk
By Deputy
O. K. City Engineer
By Deputy

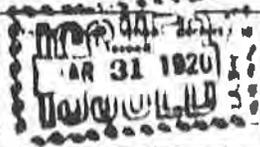
TAKE TO
ROOM No. 405
SOUTH
ANNEX
ENGINEER
PLEASE
VERIFY

No. 4689
(Location of Job)
Hollywood Blvd Street
(USE INK OR INDELIBLE PENCIL)

- Purpose of Building Real Estate Office No. of Rooms 1 No. of Families 1
- Owner's name Shess & Leung Phone
- Owner's address 1825 Morgan Pl
- Architect's name Phone
- Contractor's name M. Michale Phone 57662
- Contractor's address 6823 DeLongue Ave
- ENTIRE COST OF PROPOSED WORK (including Plumbing, Gas Fitting, Sewers, Caspools, Elevators, Painting, Finishing, etc.) \$ 275.00
- Any other building on the lot? No. How used?
- Size of the proposed building 12 x 12 Height to highest point 8' feet
- Number of stories in height 1 Character of ground Soil
- Material of foundation X Size footings X Size wall X Depth below ground
- Material of chimneys X Number of inlets to flues X Interior size of flues X x
- Give sizes of following materials: REDWOOD MUDSILLS 2 x 4 Girders 4 x 2
EXTERIOR studs 2 x 3 INTERIOR BEARING studs 2 x 3 Interior Non-Bearing studs
Ceiling joists 2 x 3 Roof rafters 2 x 4 FIRST FLOOR JOISTS
2 x 4 Second floor joists 2 x 4 Specify material of roof Composition

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) M. Michale
(Owner or Authorized Agent)

PERMIT NO 4934	FOR DEPARTMENT USE ONLY		
	Plans and specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O. K.	

3/31/1920
4934

All Applications must be filed out by Applicant

Bldg. Form 1

PLANS AND SPECIFICATIONS
and other data must also be filed

1

BOARD OF PUBLIC WORKS DEPARTMENT OF BUILDINGS

Application for the Erection of Buildings CLASS "A"-"B"-"C"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim, title in, or right of possession in, the property described in each permit.

Lot No. 26 - BK 5274 Block _____
(Description of Property)
City and County of Los Angeles

District No. 30 M. B. Page 7 F. B. Page _____

No. 4649 Hollywood Blvd. Street _____
(Location of Job)
Los Angeles, Calif.

TAKE TO REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY

TAKE TO ROOM No. 425 SOUTH ANNEX ENGINEER PLEASE VERIFY

O.K. City Engineer
Deputy
City Engineer

(USE INK OR INDELIBLE PENCIL)

- Purpose of Building Stores No. of Rooms 3 No. of Families X
- Owner's name M.M. Kingman & W. O. Howard Phone 590-953
- Owner's address Same
- Architect's name C. H. Kroth Phone Ver. 2184
- Contractor's name Paul G. Moorhead Phone Dr. 7737
- Contractor's address 301 Lilly-Clatcher Bldg., 3rd & Western Ave.
- TOTAL VALUATION OF BUILDING \$ 5672.00 {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all labor, etc.}
- Any other buildings on lot at present? Shed How used? Storage
- Size of proposed building 50' x 50' Size of lot 50' x 100' feet
- Number of stories in height One Height to highest point 19'
- Material of foundation Concrete Character of soil Clay fill
- Size of footings 22" dia Depth below surface of ground 12" inches
- Number of chimneys None Material of chimneys None
- Number of inlets to each flue None Interior size of such flues _____
- Material of exterior walls Brick
- Material of interior construction Wood and Plaster
- Material of floor Concrete
- Material of roof Asphaltum Tar and Gravel
- Are there any other buildings within 30 feet of the proposed structure? No

I have carefully examined and read the above application and know the same is true and correct, and hereby certify and agree that if a permit is issued that all of the provisions of the Building Ordinances will be complied with, whether herein specified or not; also certify that the plans and specifications herewith filed conform to all of the provisions of the Building Ordinances and State Laws.

OVER

(Sign here) _____
Authorized Agent

FOR DEPARTMENT USE ONLY

PERMIT NO <u>36795</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O.K.	Issued here when _____ 11 24
	Plan Examiner	Clerk	

9/11/24
36795

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Blg. Form 1

BUILDING DIVISION

1

DEPARTMENT OF BUILDING AND SAFETY
Application for the Erection of Buildings
CLASS "A" - "C"

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY
 TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY

Lot No. 1 Block 377
 (Description of Property)
 District No. 246 M. B. Page 1 F. B. Page 1
 No. 246 Street Washington Ave
 (Location of Job)

By [Signature] K. City Clerk
 Deputy
 By [Signature] K. City Engineer
 Deputy

USE INK OR INDELIBLE PENCIL

- Purpose of Building Barber Shop No. of Rooms 1 No. of Families 1
- Owner's name J.G. Warren Phone Van Dyke 1471
- Owner's address 214 E. Third
- Architect's name H. M. Patterson & R. L. Warren Phone Main 2595
- Contractor's name Sustin Co. Phone Em 5051
- Contractor's address 777 E. Washington Street
- TOTAL VALUATION OF BUILDING \$1600.00
{Including Plumbing, Gas Fitting, Sewers, Caspools, Elevators, Painting, Finishing; all Labor, etc.
- Any other building or permit for a building on lot at present? Yes How used? Retail merchandising
- Size of proposed building 19'9" x 20'3" Size of lot 70' x 150' feet
- Number of stories in height ONE Height to highest point 16'
- Material of foundation concrete Character of soil solid gravel and clay
- Material of exterior walls brick
- Material of interior construction studded partitions
- Material of floors cement
- Material of roof composition

I have carefully examined and read the above application and know the same is true and correct, and hereby certify and agree, if a permit is issued, that all of the provisions of the Building Ordinances will be complied with, whether herein specified or not; also certify that plans and specifications herewith filed conform to all of the provisions of the Building Ordinances and State Laws.

OVER (Sign here) [Signature] Authorized Agent

FOR DEPARTMENT USE ONLY		
PERMIT NO. 23404	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. Plan Examiner	Application checked and found O. K. Clerk
		Stamp here when permit is issued AUG 13 1926

8/13/26
#23404

PLANS

All Applications Must be Filled Out by Applicant

Std. Form 2

BUILDING DIVISION

DEPARTMENT OF BUILDING AND SAFETY

2

Application for the Erection of Frame Buildings CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit. First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

CITY CLERK PLEASE VERIFY
FIRE INSPECTOR PLEASE VERIFY
ENGINEER PLEASE VERIFY

Lot No. _____ Block _____ (Description of Property)
District No. _____ M. B. Page _____ F. B. Page _____
No. 4685 Hollywood Blvd Street _____
(Location of Job)
on back of lot bet Vermont & Radnor St
USE INK OR INDELIBLE PENCIL

O. K. City Clerk
By _____ Deputy
O. K. City Engineer
By _____ Deputy

- 1. Purpose of Building Looking & Wash dishes No. of Rooms 1 No. of Families 0
- 2. Owner's name Ben Jaffe Phone 1177
- 3. Owner's address 110 W 11 St
- 4. Architect's name Jack Brisselers Phone _____
- 5. Contractor's name Jack Brisselers Phone _____
- 6. Contractor's address 4685 Hollywood Blvd
- 7. VALUATION OF PROPOSED WORK \$50.00 (including Plumbing, Gas Fitting, Sowers, Ceaspoons, Elevators, Painting, Finishing, all Labor, etc.)
- 8. Is there any existing building or permit for a building on lot? No How used? Storage of lot
- 9. Size of proposed building 8 x 15 Height to highest point 12 ft feet
- 10. Number of Stories 1 Character of ground gravel
- 11. Material of foundation 4x4 Size of footings _____ Size of wall _____ Depth below ground 4 in
- 12. Material of chimneys Gal Iron Number of inlets to flue One Interior size of flues _____
- 13. Material of exterior walls Gal Iron
- 14. Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders 4 x 4 EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs 2 x 4 Ceiling joists 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6 Second floor joists _____ Specify material of roof Shingle
- 15. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinance and Laws governing Building Construction will be complied with whether herein specified or not.

(Sign Here) Ben Jaffe

Stamp area with date MAY 1927 and handwritten numbers 51511927 #12786

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit: First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM Lot Tract Present location of building 1660-1600 North Vermont (House Number and Street) New location of building (House Number and Street) Between what cross streets Approved by City Engineer Deputy.

1. Purpose of PRESENT building Store, Residence, Apartment House, or any other purpose. Families Rooms 2. Use of building AFTER alteration or moving Families Rooms 3. Owner (Print Name) J. G. Warren Co. Phone 4. Owner's address 820 Roosevelt Bldg. 5. Certificated Architect State License No. Phone 6. Licensed Engineer State License No. Phone 7. Contractor Walnut Park Awning Co. State License No. 5824 Phone LA 4452 8. Contractor's address 2758 California St. Bldg. Park including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon. 9. VALUATION OF PROPOSED WORK State how many buildings NOW on lot and give use of each. 10. 11. Size of existing building x Number of stories high Height to highest point 12. Class of building Material of existing walls Exterior framework Wood or Steel Describe briefly and fully all proposed construction and work:

2 awnings 10-8 x 22-0x1-0 10-8 x 22-6 x 2-4x6-447-0 arm

OK suggest fee as permit was taken out as So Vermont Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY PERMIT NO. 337011 PLANS Fee 200 Stamp here when Permit is issued Plans and Specifications checked Zone Fire District No. Corrections Verified Bldg. Class Street Widening Ft. Y. Plans, Specifications and Applications rechecked and approved Application checked and approved Clerk Inspected by Inspector 10x Engineer #12

5110/1938 #13709

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Form with fields for Lot No, Tract, Location of Building (1660 N VERMONT), and various numbered questions regarding building use and owner information.

Section III VALUATION OF PROPOSED WORK, including questions 11-14 regarding existing buildings and proposed construction details.

Section IV NEW CONSTRUCTION, including questions 15-17 regarding addition size, footing, and stock, followed by a certification statement.

Table with columns for PLAN CHECKING, REINFORCED CONCRETE, and FEES, containing various numerical and text entries.

Handwritten notes: 5/20/1948 # 13124

1

APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT	BLK.	TRACT	DIST. MAP
See Back		14811	147-192
JOB ADDRESS			APPROVED
1660 N. Vermont			DB
2. BETWEEN CROSS STREETS			ZONE
Hollywood Blvd. AND Barnsdall Ave			C-2-3
3. PURPOSE OF BUILDING			FIRE DIST.
Flower Stand			II 60/100
4. OWNER			INSIDE
David Klein			PHONE
842 N. Curson Blvd.			WE 19429
5. OWNER'S ADDRESS			COR. LOT
842 N. Curson Blvd.			X
6. CERT. ARCH.			REV. COR.
STATE LICENSE			LOT SIZE
PHONE			68x200.0
7. LIC. ENGR.			cut corn
STATE LICENSE			REAR ALLEY
PHONE			SIDE ALLEY
8. CONTRACTOR			SIDE YARD
STATE LICENSE			APPROXIMATE
PHONE			
9. CONTRACTOR'S ADDRESS			
P.O.			
ZONE			

10. SIZE OF NEW BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
15x20	1	9'	none	200 sq
11. MATERIAL EXT. WALLS:	<input checked="" type="checkbox"/> WOOD STUCCO	<input type="checkbox"/> METAL BRICK	<input type="checkbox"/> CONC. BLOCK CONCRETE	ROOF CONST.
	<input type="checkbox"/> WOOD	<input type="checkbox"/> STEEL	<input checked="" type="checkbox"/> WOOD CONC.	<input checked="" type="checkbox"/> OTHER
				ROOFING
				SPRINKLERS REQ'D. SPECIFIED

1 1660 N. Vermont DISTRICT OFFICE L.A.

VALIDATION	LA92751	CASHIER'S USE ONLY			
TYPE	GROUP	MAX OCC.	EB--758	08742	C -- 2 CS 1.00
I	E-1		EB--758	08743	C -- 1 CS 2.50
C. OF O. ISSUED			P.C.	S.P.C.	B.P.
INSPECTOR			\$1.00		2.50

12. VALUATION: INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 300.00	VALUATION APPROVED	DWELL. UNITS
		APPLICATION CHECKED	PARKING SPACES
		PLANS CHECKED	GUEST ROOMS
		CORRECTIONS VERIFIED	FILE WITH
		PLANS APPROVED	CONT. T'SP.
		APPLICATION APPROVED	Grading

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

David Klein
SIGNED

This form when properly validated is a Permit to Do the Work Described.

INGRAM
 VALUATION APPROVED
 APPLICATION CHECKED
 PLANS CHECKED
 CORRECTIONS VERIFIED
 PLANS APPROVED
 APPLICATION APPROVED
 DWELL. UNITS
 PARKING SPACES
 GUEST ROOMS
 FILE WITH
 CONT. T'SP.
 Grading
 11 pre in
 ZA 13033
 ZA 12128

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

2171959
#92751

KODAK SAFETY FILM

APPLICATION FOR GRADING PERMIT AND FOR GRADING CERTIFICATE Form B-100

CITY OF LOS ANGELES DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 1	BLK	TRACT	ADDRESS APPROVED
2. JOB ADDRESS	4635 Hollywood Blvd.			DIST. MAP 1-7-11
3. BETWEEN CROSS STREETS	Loring Drive AND Hollywood Ave.			ZONE 1-2-2
4. PURPOSE	(50) Grading			INSIDE KEY COR. LOT
5. OWNER	Bob Anderson			REV. COR LOT SIZE
6. OWNER'S ADDRESS	5720 ...			112203
7. PAHS BY	PERLIN - Boggio		CIVIL ENG. B. PERLIN	STATE LICENSE CE 8597 RIG. 1511
8. CONTOURS BY	LIC'D. SURVEYOR OR CIVIL ENG.		STATE LICENSE	PHONE
9. FOUNDATION	ENGINEER	GEOLOGIST	STATE LICENSE	PHONE
10. CONTRACTOR	...			AFFIDAVITS
11. CONTRACTOR'S ADDRESS

DISTRICT OFFICE *Lot*

12. NUMBER CUBIC YARDS	CUT	FILL 9150	MAXIMUM CUT OR FILL 9150	MAXIMUM SLOPE
13. TYPE OF NATURAL SOIL	TYPE OF FILL MATERIAL Sand Clayey		YARDAGE APPROVED <i>Grading</i>	CUT FILL 1:20
14. COMPACTED FILLS	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		APPLICATION CHECKED <i>NO</i>	RETAINING WALL REQUIRED
APPROVED SOIL TESTING AGENCY <i>TWINING LAB.</i>			PLANS CHECKED <i>Kendry</i>	YES NO <i>X</i>
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.			CORRECTIONS VERIFIED <i>Kendry</i>	FILE WITH
SIGNED <i>[Signature]</i>			PLANS APPROVED <i>Kendry</i>	CONT. INSP. <i>comp</i>
BOND 4150 <i>DNR</i> <input type="checkbox"/> CASH <input checked="" type="checkbox"/> SURETY 11-30-64			APPLICATION APPROVED <i>Kendry</i>	INSPECTOR
This Form When Properly Validated is a Permit to Do the Work Described.				
P.C. 20 ⁰⁰	S.P.C.	G.P.I. 5 ⁰⁰	G.P. 102 ⁰⁰	I.F. 1

DEC-1-64	59271	E	83004	W = 7 CK	5.00
DEC-1-64	59272	E 0	83004	W = 2 CK	20.00
DEC-1-64	59273	E 0	83004	W = 1 CK	102.00

CASHIERS USE ONLY

P.C. No. _____ GRADING _____ YES CRIT. SOILS _____ COMS. _____

12/10/1964
#83004

1

APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

R&S B. 1-Rev. 3-64

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT 1, 2 & 3 BLK. TRACT 3774
2. PURPOSE OF BUILDING 23 Carwash
3. JOB ADDRESS 4693 Hollywood Blvd.
4. BETWEEN CROSS STREETS Rodney Dr AND Vermont Ave
5. OWNER'S NAME Bert Myerson PHONE 652 4666
6. OWNER'S ADDRESS 6720 W. Olympic Blvd. Los Angeles
7. ARCHITECT OR DESIGNER B. Perlin STATE LICENSE NO. 8597 R1 61511
8. ENGINEER B. Perlin STATE LICENSE NO. 177615 Cu 34103
9. CONTRACTOR Besteel Co. STATE LICENSE NO. 8597 R1 61511
10. SIZE OF NEW BLDG. 10x82 STORIES 1 HEIGHT 10' NO. OF EXISTING BUILDINGS ON LOT AND USE NONE
11. MATERIAL OF CONSTRUCTION EXT. WALLS STEEL ROOF STEEL FLOOR CONCRETE
12. JOB ADDRESS 4693 Hollywood Blvd.
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. 7,000, 4,000 -

CENSUS TRACT 147-197
ZONE C-2-2
FIRE DIST. II 100/600
INSIDE FOR 107
KEY REV COR
LOT SIZE Irreg.
REAR ALLEY XXXL
SIDE ALLEY BLDG LINE
AFFIDAVITS
DISTRICT OFFICE GRADING I-A yes
CRIT SOIL YES
HIGHWAY DEED YES
FLOOD
CONS
FILE WITH
INSPECTOR

Table with columns: P.C. No., T 252, P.C. 15818, S.P.C. 2925, G.P.I. 500, B.P. 13450, F., O.S., C/O, TYPIST YF. Includes a list of checks: DEC 1-64 59274, DEC 1-64 59275, DEC 1-64 59276, 83005, W-7 CK 5.00, W-1 CK 134.50, W-2 CK 29.25.

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.
This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law.

Signature: Bert Myerson, Besteel Co.
Bureau of Engineering: ADDRESS APPROVED, SEWERS AVAILABLE, DRIVEWAY APPROVED, HIGHWAY DEDICATION REQUIRED, FLOOD CLEARANCE APPROVED, APPROVED FOR ISSUE, FILE #
Conservation: PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED
Plumbing: APPROVED UNDER CASE #
Planning: APPROVED (TITLE 19) (L.A.M.C.-5700)
Fire: APPROVED FOR
Traffic:
Name: RB, Date: 10/15/64
Date: 11-18-64

12/10/1964
83005

Address of
Building

4693 Hollywood Boulevard

CITY OF LOS ANGELES

Certificate of Occupancy



NOTES: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9 Arts. 1, 3, 4, and 5; and with applicable requirements of State's Housing Act—for following occupancies:

Issued #

10-7-65

Permit No. and Year

LA94258/65

1 story, type IV, 4' x 4' shelter and
1- 8' x 12' rotating sign and 1- 5' x 12'
double-face illuminated sign.

Owner -

Hollymont Car Wash

Owner's
Address

4693 Hollywood Blvd
Los Angeles, California

By T. LUCAS elh

94258

10/7/65

Address of
Building

4693 Hollywood Boulevard
CITY OF LOS ANGELES



CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 11-2-65 Permit No. and Year LA83005/64 LA88799/65

1 story, type IV, 10' x 82' car wash.
G-1 occupancy

Owner

Bert Myerson
6720 W Olympic Blvd
Los Angeles, California

Owner's's
Address

By T. LUCAS elh

83005

11/2/65

NOTES: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 142	BLK.	TRACT 3774	CENSUS TRACT 1853
2. TYPE OF SIGN OR NEW WORK	pole sign - Rot-hor			DIST. MAP 147-193
3. JOB ADDRESS	1660 NO Vermont Ave			ZONE C27
4. BETWEEN CROSS STREETS	AND			FIRE DIST. ONE
5. OWNER'S NAME	Standard Oil Co.	PHONE	MI 127 11	LOT (TYPE) COR TR
6. OWNER'S ADDRESS	P.O. BOX		ZIP	LOT SIZE
7. ARCHITECT OR ENGINEER	STATE LICENSE NO.		PHONE	IRREG
8. CONTRACTOR	STATE LICENSE NO.		PHONE	ALLEY R. 15'
9. LENDER	BRANCH	ADDRESS		BLOG LINE
10. SIZE OF SIGN	HEIGHT ABOVE GRADE	ROOF	TOTAL COPY AREA	AFFIDAVITS
11. ILLUMINATION TO BE USED: SINGLE FACE	DOUBLE FACE			COMP FILLED
NONE	DIRECT	INDIRECT	FLASHING	OTHER
12. MATERIAL OF CONSTRUCTION	SUPPORTING FRAME	FRAME OF SURFACE	SURFACE OF SIGN	GRAND 150P55
13. JOB ADDRESS	1660 N Vermont			DISTRICT OFFICE L.A.
14. VALLATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN				GRADING YES
15. SIZE OF EXISTING BUILDING	TYPE	STORIES	EXT WALLS	HIGHWAY DEP. YES
16. TYPE OF SIGN OR NEW WORK	- Rot-hor			CONS. YES
FREEWAY CLEARANCE	NOT REQUIRED	REQUIRED	INSPECTION ACTIVITY	ZONED BY
FREEWAY CLEARANCE	FLASHING LIGHTS	MOVING PARTS	ANIMATIONS	OTHER
SIGN REQUIRES:	TRAFFIC APPROVAL	BOARD APPROVAL	PLANS APPROVED	DATE 1-15-70
P.C. No.	CONT. INSP.	APPLICATION APPROVED	INSPECTOR	I
P.C. 458	S.P.C.	G.P.I.	B.P. 709	I.F. 10.S.
				C/O
				TYPIST

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

JAN 15 70 02523 E : 2039 2-6 OK 4.50
 7.04

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

This permit is an application for inspection. The issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize a permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property involved upon which such work is performed. See Sec. 91.62, A.M.C.I.

Signed: [Signature] Date: 1/15/70

Engineer	ADDRESS APPROVED	[Signature]	Date: 1/15/70
Highway Dedication	HIGHWAY DEDICATION REVIEWED		
Art Commission	APPROVED FOR ISSUE		
Building Dept. Commission	APPROVED FOR ISSUE		
City	APPROVED FOR ISSUE		
Contractor	APPROVED FOR ISSUE		
Inspection	APPROVED FOR ISSUE		

1/10/1970
 #2039

APPLICATION FOR INSPECTION OF SIGNS

B&S 8-5 - Rev. 10-66

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESC	LOT	BLK.	TRACT	CENSUS TRACT
	1 & 2		3774	1913
2. TYPE OF SIGN OR NEW WORK				DIST. MAP
(19) Painted Bulletin - Pole Sign				14719
3. JOB ADDRESS				ZONE
4477-2000 Hollywood Blvd.				C-2-2
4. BETWEEN CROSS STREETS				FIRE LIST
Vermont AND S. ...				CDC
5. OWNER NAME				LOT (TYPE)
Pacific Outdoor Advertising Co.	222-7171			Commercial
6. OWNER'S ADDRESS				LOT SIZE
1740 Narva Street Los Angeles	90031			1.2 ac
7. ARCHITECT OR ENGINEER				STATE LICENSE NO. PHONE
C. A. Van Dam C. E. 14955	222-7171			151R
8. CONTRACTOR				STREET LINE
Owens				
9. LEVON				ST. DAVIS
None				
10. SIZE OF SIGN	HEIGHT ABOVE GRADE	ROOF	TOTAL AREA	
15 x 48	41'		720 sq. ft.	
11. ILLUMINATION TO BE USED				
(NONE) DIRECT <input checked="" type="checkbox"/> INDIRECT <input type="checkbox"/> FLASHING <input type="checkbox"/> OTHER <input type="checkbox"/>				
12. MATERIAL OF CONSTRUCTION	SUPPORTING FRAME	FRAME OF SURFACE	S.F. SIDE OF SIGN	
	Metal	Metal	Incomb.	
13. JOB ADDRESS				DISTRICT OFFICE
4477-2000 Hollywood Blvd.				LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN	\$ 6400.00			LOADING
15. SIZE OF EXISTING BUILDING	TYPE	STORIES	F. WALLS	CONSTR.
None				
6. TYPE OF SIGN OR NEW WORK				CONSTR.
Painted Bulletin - Pole Sign				
REEWAY CLEARANCE NOT REQUIRED <input checked="" type="checkbox"/> REQUIRED <input type="checkbox"/>				INSPECTOR'S ACTIVITY
				COMB. GEN. WAYS CONSTR.
REEWAY CLEARANCE FLASHING LIGHTS Yes <input type="checkbox"/> No <input type="checkbox"/> LIVING PARTS Yes <input type="checkbox"/> No <input type="checkbox"/> DIMENSIONS Yes <input type="checkbox"/> No <input type="checkbox"/> OTHER				FILED WITH
TRAFFIC APPROVAL <input type="checkbox"/> BOARD APPROVAL <input type="checkbox"/>				DATE
				11-2-70
P.C. No. 1-46-4	CONT. INSP.	LIC. FAB.		INSPECTOR I
P.C. 25-2	S.P.C.	G.P.I.	B.P. 38	I.F. I.O.S. C/O TYPYST

CASHIER'S USE ONLY	PLAN CHECK	EXPIRES SIX MONTHS AFTER FEE IS PAID	PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID	CONSTRUCTION IS NOT COMMENCED
	NOV-9-70	602235	• •	V-60r. 25.00
	NOV-24-70	631775	• 19646	V-10r. 38.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

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Signature: <i>Norman Ray</i>	Name: <i>Norman Ray</i>	Date: <i>11/2/70</i>
Department of Engineering	ADDRESS APPROVED	
	HIGHWAY DEDICATION REQUIRED COMPLETED	
Municipal Arts Commissioners	APPROVED FOR ISSUE	
Board of Building and Safety Commissioners	APPROVED FOR ISSUE FILE #	
Public	APPROVED FOR ISSUE	
Planning	APPROVED UNDER CASE #	
Conservation	APPROVED FOR ISSUE FILE #	

11/10/1970
#19646

ATTACHMENT (C)

LOS ANGELES CITY FIRE DEPARTMENT HAZARDOUS
MATERIALS DIVISION

No Records Found



Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615

200 N. Main St., 17th FL, Los Angeles CA 90012

Request for Information Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1660 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:
Inventory Summary \$11.00

Request Review File Copies:
Initial Fee \$ 1.10
of pgs. _____ x \$0.10 = \$ _____

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

Digitally signed by Sharon Dooley
DN: cn=Sharon Dooley, o, ou,
email=sharon.dooley@lacity.org, c=US
Date: 2014.11.25 07:26:15 -0800

TOTAL: \$



Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615

200 N. Main St., 17th FL, Los Angeles CA 90012

Request for Information Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

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Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1666 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary	\$11.00
Request Review File Copies:	
Initial Fee	\$ 1.10
# of pgs. _____ x \$0.10 =	\$ _____

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL: \$



Los Angeles City Fire Department

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Request Date: 11/24/14

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Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1664 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary \$11.00

Request Review File Copies:

Initial Fee \$ 1.10

of pgs. _____ x \$0.10 = \$ _____

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL:

\$



Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

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Request Date: 11/24/14

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Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1662 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED
 INFORMATION AVAILABLE

Fee Schedule:
Inventory Summary \$11.00

Request Review File Copies:
Initial Fee \$ 1.10
of pgs. _____ x \$0.10 = \$ _____

Facility I.D. No.: _____
Request No.: _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley TOTAL: \$



Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615

200 N Main St., 17th FL, Los Angeles CA 90012

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Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1650 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:
Inventory Summary \$11.00

Facility I.D. No.: _____ Request Review File Copies:
Request No.: _____ Initial Fee \$ 1.10
Processed Date: 11/25/14 # of pgs. _____ x \$0.10 = \$ _____

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley TOTAL: \$



Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615

200 N. Main St., 17th FL, Los Angeles CA 90012

Request for Information Hazardous Materials Records

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Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1646 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED

Fee Schedule:
Inventory Summary \$11.00

INFORMATION AVAILABLE

Facility I.D. No.: _____ Request Review File Copies:
Request No.: _____ Initial Fee \$ 1.10
Processed Date: 11/25/14 # of pgs. _____ x \$0.10 = \$ _____

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL: \$



Los Angeles City Fire Department

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200 N. Main St., 17th FL, Los Angeles CA 90012

Request for Information Hazardous Materials Records

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Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1642 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary \$11.00

Request Review File Copies:

Initial Fee \$ 1.10

of pgs. _____ x \$0.10 = \$ _____

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL: \$



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Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 1644 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary \$11.00

Facility I.D. No.: _____

Request Review File Copies:

Request No.: _____

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TOTAL: \$



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Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4693 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary	\$11.00
Request Review File Copies:	
Initial Fee	\$ 1.10
# of pgs. _____ x \$0.10 =	\$ _____

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL: \$



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Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4697 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

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INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary \$11.00

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Company/Agency: WEECO Ph #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply:

Inventory Summary

Review File (appt. required)

Business Name: N/A

Storage Address: 4695 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED

INFORMATION AVAILABLE

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

Fee Schedule:

Inventory Summary \$11.00

Request Review File Copies:

Initial Fee \$ 1.10

of pgs. _____ x \$0.10 = \$ _____

TOTAL: \$



Los Angeles City Fire Department

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Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4691 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary	\$11.00
Request Review File Copies:	
Initial Fee	\$ 1.10
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Facility I.D. No.: _____

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Processor Signature: Sharon Dooley

TOTAL: \$



Los Angeles City Fire Department

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City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4689 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

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INFORMATION AVAILABLE

Fee Schedule:

Inventory Summary \$11.00

Request Review File Copies:

Initial Fee \$ 1.10

of pgs. _____ x \$0.10 = \$ _____

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Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

TOTAL: \$



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City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4687 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

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INFORMATION AVAILABLE

Fee Schedule:
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Processor Signature: Sharon Dooley TOTAL: \$



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Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4685 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Facility I.D. No.: _____

Request No.: _____

Processed Date: 11/25/14

APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

Fee Schedule:

Inventory Summary	\$11.00
Request Review File Copies:	
Initial Fee	\$ 1.10
# of pgs. _____ x \$0.10 =	\$ _____

TOTAL: \$



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Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4646 W. Prospect Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE
 HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:
Inventory Summary \$11.00

Facility I.D. No.: _____ Request Review File Copies:
Request No.: _____ Initial Fee \$ 1.10
Processed Date: 11/25/14 # of pgs. _____ x \$0.10 = \$ _____

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Processor Signature: Sharon Dooley

TOTAL: \$



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Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

Active Facilities Only

Check all that apply: Inventory Summary Review File (appt. required)

Business Name: N/A

Storage Address: 4650 W. Prospect Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

HARD FILE DESTROYED

INFORMATION AVAILABLE

Fee Schedule:
Inventory Summary \$11.00

Request Review File Copies:
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LOS ANGELES FIRE DEPARTMENT
 UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS
 ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700
 NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707
PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.

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PHONE NO: (714) 542 - 2644 FAX #/EMAIL: (714) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [Signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1644 N. Vermont Ave
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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PHONE NO: (714) 542 - 2644 FAX #/EMAIL: (714) 542-2644 / kim.yisak@weeco.net
 NAME OF REQUESTER (PLEASE PRINT): Yisak Kim
 REPRESENTING (COMPANY NAME): WEECO
 SIGNATURE: *[Signature]* DATE: 11 / 24 / 14
 DRIVER LIC NO: F5087123 EXP: 9/29/2017
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DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
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 NAME OF REQUESTER (PLEASE PRINT): Yisak Kim
 REPRESENTING (COMPANY NAME): WEECO
 SIGNATURE: *Kim Yisak* DATE: 11 / 24 / 14
 DRIVER LIC NO: F5087123 EXP: 9/29/2017
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NAME OF REQUESTER (PLEASE PRINT): <u>Yisak Kim</u>	
REPRESENTING (COMPANY NAME): <u>WEECO</u>	
SIGNATURE: <u>[Signature]</u>	DATE: <u>11 / 24 / 14</u>
DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
ADDRESS FOR WHICH RECORDS ARE REQUESTED: <u>4695 W. Hollywood Blvd</u> <u>Los Angeles, CA 90027</u>	
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SIGNATURE: <u>[Signature]</u>	DATE: <u>11 / 24 / 14</u>
DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
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NAME OF REQUESTER (PLEASE PRINT): <u>Yisak Kim</u>	
REPRESENTING (COMPANY NAME): <u>WEECO</u>	
SIGNATURE: <u>[Signature]</u>	DATE: <u>11, 24, 14</u>
DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
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 NAME OF REQUESTER (PLEASE PRINT): Yisak Kim.
 REPRESENTING (COMPANY NAME): WEECO
 SIGNATURE: *[Signature]* DATE: 11 / 24 / 14
 DRIVER LIC NO: F5087123 EXP: 9/29/2017
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SIGNATURE: <u>[Signature]</u>	DATE: <u>11 / 24 / 14</u>
DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
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SIGNATURE: <u>[Signature]</u>	DATE: <u>11 / 24 / 14</u>
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PHONE NO: (714) 542-2644 FAX #/EMAIL: (714) 542-2644 / kim.yrsak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yrsak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: *[Signature]* DATE: 11/24/14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1664 N Vermont Ave
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SIGNATURE: <u>[Signature]</u>	DATE: <u>11 / 24 / 14</u>
DRIVER LIC NO: <u>F5087123</u>	EXP: <u>9/29/2017</u>
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Phase I Environmental Site Assessment
4693 Hollywood Boulevard, Los Angeles, California 90027

ATTACHMENT (E)

FEDERAL, STATE, & REGIONAL RECORDS

INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search. Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites. To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address or other information in our sources. For additional information call 858 793-0641

In accordance with ASTM E-1527-06, the following government sources have been searched for sites at the street address, within the distances of the subject location as listed below

FEDERAL SOURCES

NPL National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site

CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act (CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986)

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites deleted from the NPL list are included here

No listings within half of a mile radius of the subject site

NFRAP No Further Remedial Action Planned sites (CERCLIS)

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS NFRAP sites may be sites where, following an initial investigation, no contamination

was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites

No listings within half of a mile radius of the subject site

FEDFAC Federal Facilities

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order

No listings within half of a mile radius of the subject site

ERNS Emergency Response Notification System

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304, the Clean Water Act of 1972 (CWA) section 311(b)(3), and the Hazardous Material Transportation Act of 1974 (HMTA) section 1808(b).

This list has been researched within a quarter of a mile radius of the subject site

Site: 1637 NORTH VERMONT BLVD LOS A
Address: 1637 N VERMONT AVE
City: LOS ANGELES
Map Loc: 4 - about 0 mile SW of the subject
Status: 1100684407

On 07/30/11 an incident, caused by transport accident, occurred. A TRACTOR TRAILER WAS INVOLVED IN AN ACCIDENT WHICH RESULTED IN THE RELEASE OF APPROXIMATELY 15 GALLONS OF MOTOR OIL TO THE ROADWAY. THE MOTOR OIL IMPACTED A NEARBY STORM DRAIN BUT DID NOT APPEAR TO LEAVE THE CONFINES OF THE DRAIN. SUSPECTED RESPONSIBLE PARTY: UNKNOWN. CONTACTING PART OF OVERSEE ENVIRONMENTAL OPERATIONS. REPORTING PARTY DISPATCHED AN ENVIRONMENTAL SERVICES TO THE SITE TO PERFORM REMEDIATION ACTIVITIES. CALIFORNIA EMERGENCY MANAGEMENT AGENCY

HMIRS Hazardous Material Incident Report System

The Hazardous Material Incident Report System HMIRS of the Research and Special Programs Administration (RSPA). Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law, Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be

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reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

No listings within the street address of the subject site.

TBA

Targeted Brownfields Assessments

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law.

No listings within half of a mile radius of the subject site.

SETS

Site Enforcement Tracking System (SETS)

When expending Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

No listings within half of a mile radius of the subject site.

DO

Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No listings within a quarter of a mile radius of the subject site.

CD

Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental status and tracks enforcement actions from the initial stages of investigations through conclusion.

No listings within a quarter of a mile radius of the subject site.

ICIS

Integrated Compliance Information System (ICIS)

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain Integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal, Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that

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information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include: Incident Tracking, Compliance Assistance, and Compliance Monitoring.

This list has been researched within half of a mile radius of the subject site.

Site: ALEX PILIBOS ARMENIAN APOST SC
Address: 1615 N ALEXANDRIA AVE
City: LOS ANGELES
Map Loc: 105 - about 3 mile W. of the subject
Status: Permit ID#: CAD981395213

RCRA RCRA Violators List (CORRACTS)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS).

If enforcement is required, it is typically delegated to a state agency.

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site.

No listings within 1 mile radius of the subject site.

RCRA-D Resource Conservation and Recovery Information System - Treatment, Storage & Disposal

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as Part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes: I Incinerator
T Storage/Treatment facility other than Incinerator
D Land Disposal Facility

No listings within half of a mile radius of the subject site.

CDL Clandestine Drug Laboratories

No listings within half of a mile radius of the subject site.

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

INDN Indian Reservation LUST/VCP/UST

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

No listings within half of a mile radius of the subject site

FD Federal Enforcement Dockets

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA

No listings within a quarter of a mile radius of the subject site

CALIFORNIA STATE SOURCES

FL State Response Sites - Federal Lead

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk

No listings within 1 mile radius of the subject site

SR State Response Sites

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code

No listings within half of a mile radius of the subject site

VCP Voluntary Cleanup Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs

No listings within half of a mile radius of the subject site

FE Properties Needing Further Evaluation

This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination

This list has been researched within half of a mile radius of the subject site

Site: CHILDREN'S HOSPITAL, LOS ANGELES
Address: 4660 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status:

Id: 71002816

The present status - REFER; OTHER AGENCY was reported as of
The lead agency for this site is

ME Military Evaluation Sites

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk

No listings within half of a mile radius of the subject site

EP Expedited Remedial Action Program

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk

No listings within half of a mile radius of the subject site

BZ Border Zone Properties

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process (Chapter 6.5, Health and Safety Code section 25221)

No listings within half of a mile radius of the subject site

SCH School Property Evaluation Program Properties

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action occurred) based on completed activities. All proposed school sites that will receive State funding for acquisition

or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight

This list has been researched within a quarter of a mile radius of the subject site

Site: CHILDREN'S HOSPITAL, LOS ANGEL
Address: 4650 SUNSET BLVD
City: LOS ANGELES
Map Loc: 41 - about .2 mile S. of the subject
Status: id: 71002816

The present status - REFER: OTHER AGENCY was reported as of .
The lead agency for this site is

LUR Brownfields Reuse Program Facility Sites with Land Use Restrictions

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions

No listings within half of a mile radius of the subject site

DR Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

No listings within half of a mile radius of the subject site

CA Hazardous Waste sites - Permitted and Corrective Action

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste

No listings within half of a mile radius of the subject site

HIS Historical Site

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each historic site

No listings within half of a mile radius of the subject site

CALS CALSITES - No Further Action

This section includes the sites on the Calste list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code

No listings within a quarter of a mile radius of the subject site

CORTESE State of California Office of Planning and Research

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites. Facilities that have been reported elsewhere in this report will not be included in the listing below

Status Codes: WRCBT Tank leaks
Compiled by Water Resource Control Board
Abandoned hazardous waste site
DHS1 Complied by Toxic Substance Control Div. of DHS
DHS2 Contaminated public water drinking wells serving less than 200 connections
DHS3 Complied by Env. Health Div. of DHS
DHS4 Contaminated public water drinking wells serving more than 200 connections
CWMB Sites pursuant to section 25356 of the Health and Safety Code (see BEP)
Solid waste disposal sites with known migration of hazardous waste

No listings within half of a mile radius of the subject site

LUST Leaking Underground Storage Tanks - California State

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

This section includes tank cases located on military installation

Status Codes: 0 No action
1 Leak being confirmed
3A Prel site assessment; workplan submitted
3B Prel site assessment underway
5C Pollution characterization
6 Remediation plan
7 Remedial action underway
8 Post remedial action monitoring
9 Case closed
P Case purged from agency list

This list has been researched within half of a mile radius of the subject site

4693 HOLLYWOOD BLVD, LOS ANGELES

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about 0 mile S of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case 03700745 is managed by the Regional Water Quality Board

2000-03-31: STAFF LETTER
2002-04-15: MONITORING REPORT - QUARTERLY
2002-06-27: STAFF LETTER
2002-07-15: MONITORING REPORT - QUARTERLY
2002-07-31: ADDITIONAL INFORMATION REPORT
2002-10-15: MONITORING REPORT - QUARTERLY
2003-01-15: MONITORING REPORT - QUARTERLY
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: MONITORING REPORT - QUARTERLY
2003-10-15: CAPRAP - FEASIBILITY STUDY REPORT
2004-01-15: MONITORING REPORT - QUARTERLY
2004-04-15: MONITORING REPORT - QUARTERLY
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: MONITORING REPORT - QUARTERLY
2004-11-24: STAFF LETTER
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY
2005-10-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-04-15: MONITORING REPORT - QUARTERLY
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: MONITORING REPORT - QUARTERLY
2008-01-15: MONITORING REPORT - QUARTERLY
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-10-15: MONITORING REPORT - QUARTERLY
2009-01-15: MONITORING REPORT - QUARTERLY
2009-04-15: MONITORING REPORT - QUARTERLY
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-01-15: MONITORING REPORT - SEMI-ANNUALLY
2010-02-08: INTERIM REMEDIAL ACTION PLAN
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY

Monitoring well:
lat/long: 34-1007907/118-291425
depth to gw: 15.7 - 30.46
sample data: 200 UG/L 2010-03-30 (max 4200 UG/L 2004-06-03)

Monitoring well:
lat/long: 34-1007907/118-291425
depth to gw: 0 - 30.97

Monitoring well:
lat/long: 34-1006091/118-2912633
depth to gw: 0 - 31.11
sample data: 730 MG/L 2006-08-16
BOD5 1500 UG/L 2009-10-27 (max 11000 UG/L 2005-02-23)
BZME 170 UG/L 2009-10-27 (max 3000 UG/L 2005-02-23)
CH4 4.3 MG/L 2006-12-19 (max 4.8 MG/L 2006-02-08)
DO 8.8 MG/L 2006-12-19
EOD 1 UG/L 2009-03-03 (max 4500 UG/L 2005-02-23)
ETBE 21 MG/L 2006-08-16 (max 14 MG/L 2006-05-17)
FE2 10 MG/L 2006-12-19 (max 14 MG/L 2006-05-17)

GROC4C12 15000 UG/L 2009-10-27 (max 67000 UG/L 2005-04-20)
HARD 480 MG/L 2006-08-16
MTBE 72 UG/L 2009-10-27 (max 1500 UG/L 2005-02-23)
S 0.75 MG/L 2006-08-16 (max 72 MG/L 2006-05-17)
SO4 32 MG/L 2006-12-19 (max 72 MG/L 2006-08-16)
TBA 5300 UG/L 2009-10-27 (max 13000 UG/L 2006-05-17)
XYLENES 2700 UG/L 2009-10-27 (max 22000 UG/L 2005-02-23)
XYLENES1314 2100 UG/L 2009-10-27 (max 15000 UG/L 2005-02-23)
XYLO 550 UG/L 2009-10-27 (max 6800 UG/L 2005-02-23)

Monitoring well:
lat/long: 34-1005811/118-2915274
depth to gw: 0 - 27.49
sample data: 8.7 UG/L 2003-07-17 (max 25 UG/L 2002-10-25)
58 UG/L 2002-07-30 (max 320 UG/L 2001-09-19)
31 UG/L 2007-06-12 (max 440 UG/L 2002-10-25)
12 UG/L 2010-03-30 (max 170 UG/L 2003-06-02)

GROC4C12

MTBE

TBA

XYLENES1314

XYLO

GMMW-5 no access

lat/long: 34-1005811/118-2915274

depth to gw: 0 - 27.49

sample data: 8.7 UG/L 2003-07-17 (max 25 UG/L 2002-10-25)

58 UG/L 2002-07-30 (max 320 UG/L 2001-09-19)

31 UG/L 2007-06-12 (max 440 UG/L 2002-10-25)

12 UG/L 2010-03-30 (max 170 UG/L 2003-06-02)

GROC4C12

MTBE

TBA

XYLENES1314

XYLO

GMMW-4 active

lat/long: 34-1005761/118-2915589

depth to gw: 13.98 - 29.85

sample data: 390 MG/L 2006-06-16 (max 380000 MG/L 2005-10-12)

2.1 MG/L 2006-12-19 (max 1800 UG/L 2002-10-25)

54 UG/L 2010-03-30 (max 150 UG/L 2002-07-30)

1.4 UG/L 2010-03-30 (max 150 UG/L 2002-07-30)

420 UG/L 2007-12-04

3.2 MG/L 2006-12-19 (max 870 UG/L 2002-10-25)

1.5 UG/L 2010-03-30 (max 3.1 UG/L 2009-04-22)

5.8 UG/L 2006-08-16 (max 2800 MG/L 2005-10-12)

400 UG/L 2007-12-04

13000 UG/L 2002-07-30

GROC4C12

HARD

MTBE

S

SO4

TBA

XYLENES

XYLENES1314

XYLO

GMMW-5 no access

lat/long: 34-1007918/118-2910867

depth to gw: 0 - 42.37

sample data: 8.2 UG/L 2003-12-17 (max 1400 UG/L 2003-12-17)

2.8 UG/L 2002-07-30 (max 43 UG/L 2003-12-17)

44 UG/L 2006-05-17 (max 43 UG/L 2003-12-17)

1.2 UG/L 2007-12-04

500 UG/L 2003-12-17

2.9 UG/L 2002-07-30

GROC4C12

MTBE

TBA

XYLENES1314

XYLO

GMMW-6 active

lat/long: 34-1002836/118-2913864

depth to gw: 14.18 - 29.18

sample data: 4.7 UG/L 2003-06-02 (max 150 UG/L 2003-07-17)

72 UG/L 2002-07-30 (max 50 UG/L 2002-07-30)

38 UG/L 2008-12-03 (max 610 UG/L 2004-03-03)

8.3 UG/L 2010-03-30 (max 610 UG/L 2004-03-03)

14 UG/L 2006-05-17 (max 610 UG/L 2004-03-03)

7.8 UG/L 2003-07-17

6.8 UG/L 2003-07-17

GROC4C12

MTBE

TBA

XYLENES

XYLENES1314

XYLO

GMMW-7 no access

lat/long: 34-1006362/118-2913377

depth to gw: 0 - 28.07

sample data: 62 UG/L 2008-02-12 (max 71 UG/L 2004-03-03)

14 UG/L 2002-07-30 (max 14 UG/L 2006-12-19)

67 UG/L 2010-03-30 (max 44 UG/L 2002-07-30)

5 UG/L 2008-02-12 (max 44 UG/L 2002-07-30)

1 UG/L 2010-03-30 (max 1.9 UG/L 2008-02-12)

BZME

DIBP

ETBE

ETBE

GRO 1100 UG/L 2002-07-30 (max 1300 UG/L 2001-08-19)
GROC4C12 47 UG/L 2010-03-30 (max 730 UG/L 2005-04-20)
MTBE 9.3 UG/L 2010-03-30 (max 560 UG/L 2001-08-19)
TBA 560 UG/L 2010-03-30 (max 14000 UG/L 2003-06-02)
XYLENES 99 UG/L 2008-02-12 (max 100 UG/L 2002-07-30)
XYLENES1314 85 UG/L 2008-02-12 (max 84 UG/L 2005-04-20)
XYLO 33 UG/L 2006-12-19 (max 42 UG/L 2002-07-30)

Monitoring well: GMW4-9 inactive
depth to gw: 0 - 43.43
sample date: 380 MG/L 2006-08-16 (max 420000 MG/L 2005-10-12)
ALK 024 MG/L 2006-08-16 (max 390 MG/L 2006-08-16)
CH4 6.6 MG/L 2006-08-16 (max 3000 MG/L 2005-10-12)
FE 59 UG/L 2002-07-30
GRO 35 UG/L 2010-03-30 (max 70 UG/L 2004-12-17)
GROC4C12 510 MG/L 2006-08-16 (max 510000 MG/L 2005-10-12)
HARD 6.5 MG/L 2006-08-16 (max 5300 MG/L 2005-10-12)
NO3N 031 MG/L 2006-08-17 (max 6.5 MG/L 2006-05-17)
SO4 27 UG/L 2006-08-16 (max 21000 MG/L 2005-10-12)
TBA 57 UG/L 2003-12-17

Monitoring well: GMW4-9 inactive
lat/long: 34.1008715/-118.2912186
depth to gw: 0 - 31.99
sample date: 620 MG/L 2006-08-16 (max 660000 MG/L 2005-10-12)
ALK

Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 048T1734
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700736
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700738
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about 2 mile E of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700750
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700733
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: SHELL OIL CO (FORMER)
Address: 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about 2 mile W of the subject
Status: CLSD - Case Closed

Only the soil is impacted The case, 03700747
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about 2 mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700742
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700734
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: CLSD - Case Closed

Only the soil is impacted The case, 03790020
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted The case, 03700741
2003-05-28: MONITORING REPORT - QUARTERLY
2003-05-28: NO ACTION
2003-12-28: CLOSURE NO FURTHER ACTION LETTER

Site: QUEEN OF ANGLS-HWD PRESBYTERIA
Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about 3 mile S of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case: 03769055

Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about 4 mile S of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case: 03700771

Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about 4 mile S of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case: 03700778

Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about 4 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case: 03700737, is managed by the Regional Water Quality Board

- 1989-05-15: STAFF LETTER
- 2002-01-18: STAFF LETTER
- 2002-04-09: SITE VISIT / INSPECTION / SAMPLING
- 2002-04-15: MONITORING REPORT - QUARTERLY
- 2002-05-31: ADDITIONAL INFORMATION REPORT
- 2002-07-15: MONITORING REPORT - QUARTERLY
- 2002-10-15: MONITORING REPORT - QUARTERLY
- 2003-01-15: MONITORING REPORT - QUARTERLY
- 2003-04-15: MONITORING REPORT - QUARTERLY
- 2003-04-15: MONITORING REPORT - QUARTERLY
- 2003-07-15: INTERIM REMEDIAL ACTION PLAN
- 2003-07-15: MONITORING REPORT - QUARTERLY
- 2003-10-15: MONITORING REPORT - QUARTERLY
- 2003-12-05: STAFF LETTER
- 2003-12-23: ADDITIONAL INFORMATION REPORT
- 2004-01-15: MONITORING REPORT - QUARTERLY
- 2004-02-17: INTERIM REMEDIAL ACTION PLAN
- 2004-04-15: MONITORING REPORT - QUARTERLY
- 2004-05-08: STAFF LETTER
- 2004-07-15: MONITORING REPORT - QUARTERLY
- 2005-01-15: MONITORING REPORT - QUARTERLY
- 2005-04-15: MONITORING REPORT - QUARTERLY
- 2005-07-15: MONITORING REPORT - QUARTERLY

- 2005-10-15: MONITORING REPORT - QUARTERLY
- 2006-01-15: MONITORING REPORT - QUARTERLY
- 2006-04-15: MONITORING REPORT - QUARTERLY
- 2006-07-15: MONITORING REPORT - QUARTERLY
- 2006-10-15: MONITORING REPORT - QUARTERLY
- 2007-01-15: MONITORING REPORT - QUARTERLY
- 2007-04-15: MONITORING REPORT - QUARTERLY
- 2007-07-15: MONITORING REPORT - QUARTERLY
- 2007-10-15: INTERIM REMEDIAL ACTION PLAN
- 2007-10-31: STAFF LETTER
- 2008-01-15: MONITORING REPORT - QUARTERLY
- 2008-02-14: INTERIM REMEDIAL ACTION REPORT
- 2008-04-15: MONITORING REPORT - QUARTERLY
- 2008-07-15: MONITORING REPORT - QUARTERLY
- 2008-09-22: INTERIM REMEDIAL ACTION PLAN
- 2008-10-15: MONITORING REPORT - QUARTERLY
- 2008-01-09: STAFF LETTER
- 2008-01-15: MONITORING REPORT - QUARTERLY
- 2008-04-15: MONITORING REPORT - QUARTERLY
- 2008-04-15: MONITORING REPORT - QUARTERLY
- 2008-04-16: STAFF LETTER
- 2009-05-31: PROPERTY OWNER INFORMATION
- 2009-06-15: STAFF LETTER
- 2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
- 2010-03-22: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
- 2010-07-15: MONITORING REPORT - SEMI-ANNUALLY
- 2010-10-15: MONITORING REPORT - SEMI-ANNUALLY

Monitoring well:
ID/long: 34.0816324-118.2605492
depth to gw: 17.25 - 30.07
sample date:
BZ 364 UG/L 2010-01-05
BZME 11 UG/L 2010-01-05 (max 12 UG/L 2003-04-16)
DCE12C 90 UG/L 2005-04-15 (max 15 UG/L 2003-04-16)
DCE12T 4.4 UG/L 2004-01-26 (max 64 UG/L 2004-01-26)
EBZ 2.7 UG/L 2007-10-30 (max 80 UG/L 2006-04-21)
GRO 2440 UG/L 2010-01-05
MTBE 287 UG/L 2010-01-05
PCE 206 UG/L 2010-01-05 (max 550 UG/L 2003-07-22)
TAME 30 UG/L 2010-01-05
TBA 35 UG/L 2010-01-05 (max 392 UG/L 2005-04-15)
TCE 116 UG/L 2010-01-05
XYLENES 188 UG/L 2010-01-05

Monitoring well:
ID/long: 34.0816324-118.2605492
depth to gw: 17.84 - 30.85
sample date:
BZ 3.5 UG/L 2010-01-05 (max 145 UG/L 2002-01-21)
BZME 1.4 UG/L 2010-01-05 (max 14 UG/L 2003-04-16)
DCE12 4.2 UG/L 2008-10-05
EBZ 1.2 UG/L 2008-10-05 (max 141 UG/L 2002-01-21)
GRO 1330 UG/L 2010-01-05 (max 1470 UG/L 2002-01-21)
MTBE 13 UG/L 2010-01-05
TAME 3.8 UG/L 2005-07-29 (max 8 UG/L 2003-04-16)
TBA 59 UG/L 2010-01-05
XYLENES 2.3 UG/L 2010-01-05 (max 22 UG/L 2003-04-16)

Monitoring well:
ID/long: 34.0816324-118.2605492
depth to gw: 19.26 - 31.28
sample date:
BZ 502 UG/L 2010-01-05
BZME 5.4 UG/L 2010-01-05
EBZ 61 UG/L 2010-01-05 (max 136 UG/L 2002-01-21)
GRO 3140 UG/L 2010-01-05
MTBE 80 UG/L 2010-01-05 (max 1020 UG/L 2001-10-08)
PCE 7.1 UG/L 2005-04-15 (max 80 UG/L 2005-04-15)
TAME 3.2 UG/L 2006-10-20 (max 21 UG/L 2001-10-08)
TBA 680 UG/L 2010-01-05 (max 6250 UG/L 2005-07-29)
XYLENES 74 UG/L 2010-01-05

Monitoring well:
lat/long:
depth to gw:
sample data:

W-4 active
34 0616324/-118 2605492
18 44 - 31 63
BZ
DCE12C
DCE12T
BZME
ETBE
GRO
MTBE
PCE
TBA
TCE
XYLENES

7 UG/L 2003-04-16 (max 25 UG/L 2002-04-16)
7.2 UG/L 2003-04-16
2.6 UG/L 2004-01-26
1.1 UG/L 2005-04-15
4 UG/L 2003-04-16 (max 1.9 UG/L 2003-04-16)
1 UG/L 2003-04-16 (max 35 UG/L 2002-04-16)
227 UG/L 2010-01-05 (max 1270 UG/L 2002-04-16)
1.2 UG/L 2008-01-12 (max 44 UG/L 2001-10-08)
2.2 UG/L 2010-01-05 (max 178 UG/L 2003-04-16)
1.3 UG/L 2005-07-23 (max 3.8 UG/L 2003-04-16)
13 UG/L 2007-10-30 (max 4.3 UG/L 2001-10-08)
31 UG/L 2010-01-05 (max 63 UG/L 2007-10-30)
11 UG/L 2005-04-16 (max 39 UG/L 2002-04-16)

Monitoring well:
lat/long:
depth to gw:
sample data:

W-5 active
34 0616324/-118 2605492
18 19 - 31 22
BZ
DCE12C
DCE12T
BZME
ETBE
GRO
MTBE
PCE
TBA
TCE
XYLENES

44 UG/L 2009-04-07 (max 661 UG/L 2005-01-14)
3.8 UG/L 2005-10-21 (max 231 UG/L 2005-01-14)
73 UG/L 2005-04-15
15 UG/L 2003-10-21
14 UG/L 2010-01-05 (max 870 UG/L 2005-01-14)
1.2 UG/L 2008-10-23 (max 6.6 UG/L 2004-01-26)
823 UG/L 2010-01-05 (max 88900 UG/L 2005-01-14)
128 UG/L 2010-01-05 (max 39400 UG/L 2005-01-14)
2 UG/L 2010-01-05 (max 486 UG/L 2005-01-21)
1 UG/L 2005-04-15
7470 UG/L 2010-01-05 (max 2.6 15900 UG/L 2005-01-14)
102 UG/L 2010-01-05 (max 122 UG/L 2004-04-16)
325 UG/L 2008-01-11 (max 7280 UG/L 2005-01-14)

Monitoring well:
lat/long:
depth to gw:
sample data:

W-6 active
34 0616324/-118 2605492
18 2 - 30 73
BZ
DCE12C
DCE12T
BZME
ETBE
GRO
MTBE
PCE
TBA
TCE
XYLENES

48 UG/L 2010-01-05 (max 367 UG/L 2008-01-11)
29 UG/L 2005-01-11
1 UG/L 2005-07-18
20 UG/L 2003-10-21 (max 56 UG/L 2004-01-26)
12 UG/L 2010-01-05 (max 59 UG/L 2008-05-02)
1.3 UG/L 2008-07-18 (max 7.4 UG/L 2001-10-08)
586 UG/L 2010-01-05 (max 4920 UG/L 2001-10-08)
119 UG/L 2010-01-05 (max 6170 UG/L 2001-10-08)
177 UG/L 2010-01-05 (max 609 UG/L 2009-01-21)
3.3 UG/L 2008-07-18 (max 117 UG/L 2001-10-08)
230 UG/L 2010-01-05 (max 9510 UG/L 2005-07-22)
439 UG/L 2010-01-05 (max 200 UG/L 2001-07-21)
9 UG/L 2010-01-05 (max 81 UG/L 2008-01-11)

Monitoring well:
lat/long:
depth to gw:
sample data:

W-7 active
34 0616324/-118 2605492
17 23 - 30 05
BZ
DCE12C
DCE12T
BZME
ETBE
GRO
MTBE
PCE
TBA
TCE
XYLENES

11 UG/L 2010-01-05 (max 6.8 UG/L 2003-04-16)
10 UG/L 2003-04-16
61 UG/L 2005-04-15 (max 70 UG/L 2003-01-21)
4.4 UG/L 2004-01-26
1 UG/L 2005-04-15
507 UG/L 2010-01-05 (max 110 UG/L 2003-04-16)
13 UG/L 2010-01-05 (max 476 UG/L 2002-01-21)
4.2 UG/L 2010-01-05 (max 233 UG/L 2003-01-21)
21 UG/L 2010-01-05 (max 479 UG/L 2002-07-08)
14 UG/L 2010-01-05 (max 84 UG/L 2007-10-30)

Monitoring well:
lat/long:
depth to gw:
sample data:

W-8 active
34 0616324/-118 2605492
17 16 - 22 86
BZ
DCE12C
EBZ

2.6 UG/L 2005-10-21
36 UG/L 2005-04-15
1.6 UG/L 2005-10-21

GRO
MTBE
PCE
TAME
TBA
TCE

60 UG/L 2010-01-05 (max 1420 UG/L 2003-01-21)
2 UG/L 2009-04-07 (max 1210 UG/L 2003-01-21)
23 UG/L 2010-01-05 (max 368 UG/L 2003-01-21)
1 UG/L 2009-01-12 (max 15 UG/L 2003-01-21)
164 UG/L 2007-10-30 (max 375 UG/L 2002-07-08)
15 UG/L 2010-01-05 (max 59 UG/L 2004-10-15)

Monitoring well:
lat/long:
depth to gw:
sample data:

W-9 active
34 0616324/-118 2605492
7 - 28 15
GRO

1170 UG/L 2005-10-21

Site:
Address:
City:
Map Loc:
Status:

SAV-MOR OIL CO #343
4359 W SUNSET BLVD
LOS ANGELES
110 - about .5 mile SE of the subject
CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700735.

SWIS

Solid Waste Information System

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities: 1 e Active solid waste disposal sites, inactive or closed solid waste disposal sites and Transfer facilities

No listings within 1 mile radius of the subject site

WIP

Well Investigation Program

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water.

No listings within 1 mile radius of the subject site

WQ

Drinking Water Program

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986 to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements.

In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program. Below, the latest and maximum analysis of contaminants are reported (only positive readings are included) MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level. Additional information is available upon request.

No listings within half of a mile radius of the subject site

REGIONAL SOURCES

NT

Toxic Releases

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

This list has been researched within half of a mile radius of the subject site.

Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: 3 - Assessment Underway

id: 4-0913 substance: TPH

Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: CLSD - Case Closed

id: SL2D4911734 substance: PET, VOC

000 A1 2003-05-29: MONITORING REPORT - QUARTERLY
2003-05-30: NO ACTION
2003-12-28: CLOSURE/NO FURTHER ACTION LETTER

LD

Land Disposal Sites

The Land Disposal program managed by the State Water Control Board, regulates the waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills. California Code of Regulations (CCR), Title 23, (Chapter 15) contains the regulatory requirements for hazardous waste. CCR Title 27, contains the regulatory requirements for wastes other than hazardous waste.

This list has been researched within half of a mile radius of the subject site.

Site: CADILLAC - FAIRVIEW SITE
Address: DEL AMO BLVD BETWEEN NORMANDIE & VERMO
City: LOS ANGELES
Map Loc: 43 - about 2 mile S of the subject
Status: CLSD - Case Closed

id: T10000004289

TPC

Toxic Pits

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually. In addition every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have been created for surface impoundment that receive mining wastes

No listings within 1 mile radius of the subject site

SWAT

Solid Waste Assessment Test - Regional

This program, provided for under the California legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply, and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated.

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority

This list has been researched within 1 mile radius of the subject site

Site: DUMP
Address: SUNSET BLVD & N COMMONWEALTH
City: LOS ANGELES
Map Loc: 107 - about 4 mile E of the subject
Status: 8 - Post Remedial Action monitoring

OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past.

4693 HOLLYWOOD BLVD, LOS ANGELES

4693 HOLLYWOOD BLVD, LOS ANGELES

RCRA-G Resource Conservation and Recovery Information System - Generators

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely hazardous waste (or 1 kg/mo of acutely hazardous waste)
S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste.
T - Transporter

This list has been researched within a quarter of a mile radius of the subject site

Site: PRESTIGE STATIONS INC NO 6261
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: Permit id#: CAR000100156

Site: HOLLYWOOD CLEANERS
Address: 4730 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 10 - about 0 mile W of the subject
Status: S - Small Generator

Permit id#: CAD983647462
Acknowledge date 10/26/1982

Site: HOLLYMONT CLEANERS
Address: 1759 N VERMONT AVE
City: LOS ANGELES
Map Loc: 13 - about 1 mile N of the subject
Status: S - Small Generator

Permit id#: CAR00012062
Acknowledge date 05/09/1986

Site: L A U S D LOS FELIZ EL
Address: 1740 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 14 - about 1 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD981625403
Activities at this facility include:
ELEMENTARY AND SECONDARY SCHOOLS

Site: THRIFTY 129
Address: 1533 N VERMONT AVE
City: LOS ANGELES
Map Loc: 17 - about 1 mile S of the subject
Status: S - Small Generator

Permit id#: CA0000228510
Acknowledge date 07/30/1997

Site: TIME O MAX ONE HOUR PHOTO
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about 1 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981457674
Acknowledge date 03/31/1991
Activities at this facility include:
PHOTOFINISHING

Site: TIME O MAX
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about 1 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982020414
Acknowledge date 03/31/1991

Site: BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 2 mile W of the subject
Status: S - Small Generator

Permit id#: CAD981988033
Acknowledge date 07/03/2000

Site: KAISER FOUND HLTH
Address: 1515 N VERMONT AVE, # B
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: Permit id#: CAD981396658

Permit id#: CAD982025950
Acknowledge date 11/17/1988
Activities at this facility include:
GENERAL MEDICAL AND SURGICAL HOSPITALS

Site: KAISER PERMANENTE RESEARCH LAB
Address: 1515 N VERMONT AVE
City: HOLLYWOOD
Map Loc: 32 - about 1 mile S of the subject
Status: Permit id#: CAD981440613
Acknowledge date 05/09/1986

Permit id#: CAD981440613
Acknowledge date 05/09/1986

Site: ALEX SATIN OLDSMOBILE
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: Permit id#: CAD981440613
Acknowledge date 05/09/1986

Permit id#: CAD981440613
Acknowledge date 05/09/1986

Site: HOLLYWOOD HYUNDAI MAZDA

4693 HOLLYWOOD BLVD, LOS ANGELES

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 4601 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 33 - about 1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD982523508
Acknowledge date 05/09/1996

Site: HOLLYWOOD BODY AND FENDER WORK
Address: 1566 LYMAN PL
City: HOLLYWOOD
Map Loc: 39 - about 2 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983864616
Acknowledge date 05/13/1993

Site: CHILDRENS HOSPITAL LOS ANGELES
Address: 4650 W SUNSET BLVD #42
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: L - Large Generator

Permit id#: CAD981398900

This facility is a mixed waste generator
Activities at this facility include:
Activities at this facility include:
GENERAL MEDICAL AND SURGICAL HOSPITALS
RESEARCH AND DEVELOPMENT IN THE PHYSICAL
SCIENCE (DISTANCE ABUSE) HOSPITAL LIFE SCIENCES
ITALS

Site: 4900 SUNSET
Address: 4700 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 44 - about 2 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982008047
Acknowledge date 03/31/1991

Activities at this facility include:
HMO MEDICAL CENTERS
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of Generators - Records/Reporting. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of Generators - Records/Reporting. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of Generators - Records/Reporting. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued

Site: KAISER FOUND HLTH PLAN
Address: 4747 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 48 - about 2 mile SW of the subject

Status: Permit id#: CAD981397375

Site: LA FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about 2 mile E of the subject
Status: S - Small Generator

Permit id#: CAD981962160
Acknowledge date 03/31/1991

Activities at this facility include:
FIRE PROTECTION
Site: U HAUL HOLLYWOOD 713 55
Address: 4550 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 55 - about 2 mile SE of the subject
Status: Permit id#: CAD981641283

Site: CASTLE FORD SALES INC
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about 2 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981378532
Acknowledge date 02/16/1993

Site: UNOCAL SVC STA #3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about 2 mile W of the subject
Status: Permit id#: CAD981644347

Site: O CLEANING STORE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 2 mile N of the subject
Status: S - Small Generator

Permit id#: CAD983605478
Acknowledge date 07/16/1992

Site: WIDE O ASIS
Address: 1815 HILLHURST AVE
City: LOS ANGELES
Map Loc: 69 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD981578660
Acknowledge date 03/31/1991

Activities at this facility include:
GENERAL RENTAL CENTERS

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: KAISER FOUND HILTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: L - Large Generator

Permit id#: CAD0981596551
Activities at this facility include:
Activities at this facility include:
DIRECT HEALTH AND MEDICAL INSURANCE CARRIERS
GENERAL MEDICAL AND SURGICAL HOSPITALS
HMO MEDICAL CENTERS

Site: CELEBRITY CLEANERS
Address: 1857 HILLHURST AVE
City: LOS ANGELES
Map Loc: 80 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD0982436016
Acknowledge date 07/16/1992
Activities at this facility include:
DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Site: THRIFTY CLEANERS
Address: 4970 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 92 - about 3 mile W of the subject
Status: S - Small Generator

Permit id#: CAD0982446650
Acknowledge date 07/16/1992
Activities at this facility include:
DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Site: BAYLESS CHEVRON
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: S - Small Generator

Site: CHEVRON STATION 90140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAR000116772

Site: SUNSET 30 MINUTE PHOTO
Address: 4470 W SUNSET BLVD, SITE 108
City: LOS ANGELES
Map Loc: 95 - about 3 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD0982444408
Acknowledge date 03/31/1991

4693 HOLLYWOOD BLVD, LOS ANGELES

SARA SARA Title III, section 313 (TRIS)

Title III of the Superfund Amendments and Reauthorization Act, Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification(SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS)

Below summary information for the last five year period is reported, grouping the releases into air, water underground injection, land, public offsite treatment (potw) and transportation offsite

No listings within a quarter of a mile radius of the subject site

NC Nuclear Regulatory Commission Licensees

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material

No listings within a quarter of a mile radius of the subject site

PCB PCB Waste Handlers Database

The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. x

No listings within a quarter of a mile radius of the subject site

PCS Permit Compliance System

PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement status of NPDES facilities

No listings within a quarter of a mile radius of the subject site

AFS AIRS Facility System

AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone

4693 HOLLYWOOD BLVD, LOS ANGELES

AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aromatic Data (SAROAD)

This list has been researched within a quarter of a mile radius of the subject site

Site: KAISER FOUND HLTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: Permit ID#: CAD981396591

Site: KAISER FOUNDATION HOSPITAL
Address: 1550 N EDGE MONT ST
City: LOS ANGELES
Map Loc: 79 - about 3 mile SW of the subject
Status: Permit ID#: 110020050273

PE Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year

No listings within a quarter of a mile radius of the subject site

FIFRA FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA)

This list has been researched within a quarter of a mile radius of the subject site

Site: HOLLYWOOD LUTHERAN CHURCH
Address: 1733 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 15 - about 1 mile NW of the subject
Status: Permit ID#: 110011787085

Site: HOLLYWOOD LUTHERAN CHURCH
Address: 1733 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 15 - about 1 mile NW of the subject
Status: Permit ID#: CAD983627506

Site: CHILDRENS HOSPITAL LOS ANGELES

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 4650 W SUNSET BLVD, #42
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: Permit ID#: CAD981399900

83 Program ID: 009809-90-0031
84 Program ID: 00981800031-CA013 1

FFIS Federal Facilities Information System (FFIS)

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies

No listings within a quarter of a mile radius of the subject site

CICIS Chemicals in Commerce Information System (CICIS)

Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA

No listings within a quarter of a mile radius of the subject site

FINDS EPA Facility Index System

The U.S. Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes

No listings within a quarter of a mile radius of the subject site

No listings within a quarter of a mile radius of the subject site

HWIS Hazardous Waste Information System

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Status Codes: EPA Facility Permit Number

- CAL - State permanent number
- CAC - State provisional or emergency number
- CAH - State prov or perm number for household hazardous waste collections
- CAI - State permanent number for fire, pest detection
- CAS - State permanent number for air
- CAE - State prov number for hazardous waste removal caused by natural disaster
- CAX - State permanent or provisional number issued prior to 1987. No longer used.
- CLU - State permanent number issued by county for clandestine lab cleanup
- CAR - Federal permanent number
- CA - Federal permanent number
- CAD - Federal permanent or provisional number. State provisional before 1988
- CAT - Federal permanent number
- CAP - Federal provisional or emergency number

This list has been researched within a quarter of a mile radius of the subject site

Site: EXXONMOBIL OIL CORP #10300
 Address: 1657 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 2 - about 0 mile NW of the subject
 Status: EPA ID#: CAL000050515

Aq sol with org residues > 10%	59	08	5
Aq sol with org residues < 10%	679		
Unspec aqueous solution	85	7.67	2.04
Unspec aqueous solution		24	12
Hydrocarbon solvents	11.66		
Offspec, aged or surplus org			22
Other organic solids	4		15

Site: EXXONMOBIL OIL CORP 10300
 Address: 1657 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 2 - about 0 mile NW of the subject
 Status: EPA ID#: CAR000176594

Aq sol with org residues > 10%	02	06
Unspec aqueous solution		23
Unspec aqueous solution		
Hydrocarbon solvents		06

Site: HOLLYMONT CAR WASH
 Address: 1666 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 3 - about 0 mile NW of the subject
 Status: EPA ID#: CAC000521464

Site: DAVID DEVINE
 Address: 1633 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 5 - about 0 mile S of the subject
 Status: EPA ID#: CAC001414416

Other organic solids	2	59.47
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Site: BP WEST COAST PRODUCTS LLC 050
 Address: 1630 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 6 - about 0 mile S of the subject
 Status: EPA ID#: CAL000225745

Aq sol with org residues < 10%	2401	38.98	1.25
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Site: BP WEST COAST PRODUCTS LLC 050
 Address: 1630 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 6 - about 0 mile S of the subject
 Status: EPA ID#: CAL000261027

Soil without metals (PH > 12.5)	1	
Aq sol with org residues < 10%		1.95
Aq sol with org residues < 10%		2.21

Site: ARCO PRODUCTS CO FAC 5025
 Address: 1630 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 6 - about 0 mile S of the subject
 Status: EPA ID#: CAL000028436

Aq sol with org residues < 10%	88,689	3,009	1,929.3	9,495.5	36,687	98,699	0,001	02,203	04,405	06,607	08,809	10,111
Hydrocarbon solvents												
	38	10.58	9.46	12.19	107							

Site: FAT BURGER/HOLLYWOOD
 Address: 1611 N VERMONT AVE
 City: HOLLYWOOD
 Map Loc: 7 - about 0 mile S of the subject
 Status: EPA ID#: CAC000870544

Asbestos containing waste	88,689	3,009	1,929.3	9,495.5	36,687	98,699	0,001	02,203	04,405	06,607	08,809	10,111
	5	06										

Site: BANK OF AMERICA
 Address: 1715 N VERMONT AVE
 City: HOLLYWOOD
 Map Loc: 8 - about 0 mile N of the subject
 Status: EPA ID#: CAC000789152

Site: SAINT THOMAS MEDICAL CLINIC
 Address: 4652 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 9 - about 0 mile SE of the subject
 Status: EPA ID#: CAL000125008

Photochemical waste	88,689	3,009	1,929.3	9,495.5	36,687	98,699	0,001	02,203	04,405	06,607	08,809	10,111
	59											

Site: HOLLYWOOD CLEANERS
 Address: 4730 HOLLYWOOD BLVD
 City: HOLLYWOOD
 Map Loc: 10 - about 0 mile W of the subject
 Status: EPA ID#: CAD983647462

Halogenated solvents	88,689	3,009	1,929.3	9,495.5	36,687	98,699	0,001	02,203	04,405	06,607	08,809	10,111
	59											

Site: HAGOP BZIKIAN MD
 Address: 4645 HOLLYWOOD BLVD # 4
 City: LOS ANGELES
 Map Loc: 11 - about 1 mile SE of the subject
 Status: EPA ID#: CAL000800063

Site: KYORK DABBAGH DDS
 Address: 4645 HOLLYWOOD BLVD ,STE 2
 City: HOLLYWOOD
 Map Loc: 11 - about .0 mile SE of the subject
 Status: EPA ID#: CAL000181019

Inorganic solid waste	88,689	3,009	1,929.3	9,495.5	36,687	98,699	0,001	02,203	04,405	06,607	08,809	10,111
	ton											

Site: KAJIMAREY WILSON
 Address: 4748 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 12 - about 1 mile W of the subject

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 4612 MAUBERT, 4612, 4638, 4664
City: LOS ANGELES
Map Loc: 26 - about 1 mile SE of the subject
Status: EPA ID#: CAC00232849

Asbestos containing waste ton 12.84
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: KAISER PERMANENTE HOSPITAL
Address: 4730 BARNSDALL AVE
City: LOS ANGELES
Map Loc: 27 - about 1 mile SW of the subject
Status: EPA ID#: CAC000698936

Site: FIRST INTERSTATE BANK
Address: 1517 N VERMONT AVE
City: LOS ANGELES
Map Loc: 28 - about 1 mile S of the subject
Status: EPA ID#: CAC000594504

Asbestos containing waste ton 11.97
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: CITY OF LOS ANGELES -PUBLIC W
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: EPA ID#: CAH777001713

Waste oil and mixed oil ton 57
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: LA HOLLYHOCK HOUSE
Address: 4800 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 29 - about 2 mile W of the subject
Status: EPA ID#: CAD981988033

So without metals (PH > 12.5) ton 46.77
Aqueous solution ton 5.3
Asbestos containing waste ton 16
Offspec aged or surplus org ton 2
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: FIGARO RESTURANT
Address: 1802 N VERMONT AVE
City: LOS ANGELES
Map Loc: 30 - about 1 mile N of the subject
Status: EPA ID#: CAC002309905

Waste oil and mixed oil ton 18.76
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: 1X PAUL F MATTOON #3
Address: 1630 LYMAN PL
City: HOLLYWOOD
Map Loc: 31 - about 1 mile E of the subject
Status: EPA ID#: CAC000698952

Asbestos containing waste ton 1.12
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: KAISER PERMANENTE RESEARCH LAB
Address: 1515 N VERMONT AVE, #B
City: HOLLYWOOD

4693 HOLLYWOOD BLVD, LOS ANGELES

Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAD982025950

Site: KAISER PERMANENTE
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAD981398658

Asbestos containing waste ton 25.28
Asbestos containing waste ton 8.43
Unspec oil cont waste ton 63
Pharmaceutical waste ton .01
Pharmaceutical waste ton .01
Pharmaceutical waste ton .03
Pharmaceutical waste ton .02
Pharmaceutical waste ton .04
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: KAISER PERMANENTE HOSPITAL
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAX000251684

Site: MONOCAL MOTORS INC
Address: 4601 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAD982525598

Unspecified solvent mixture ton 88.89
Waste oil and mixed oil ton 90.91
Oil/water sludge ton 92.93
Unspec organic liquid mixture ton 94.95
2 1.3
3 5.5
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: MAZDA OF HOLLYWOOD
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAL000079719

Aq sol with org residues > 10% ton 73
Aq sol with org residues < 10% ton 4.63
Unspecified aqueous solution ton 46
Oil/water sludge ton 2.82
88689_9091_9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: ELEANOR W GRIFFIN
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAC000244085

Site: ALEX SATIN OLDSMOBILE
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAD981440613

Site: LIPPO BANK
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES

Map Loc: 23 92 39 01 4 01 02 01
 Status: EPA ID#: CAL000246409
 Site: KHS & S CONTRACTORS
 Address: 4650 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 42 - about 2 mile S of the subject
 Status: EPA ID#: CAC002632079

Off-spec aged or surplus org ton
 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
 CHILDREN'S HOSPITAL OF LOS ANG
 Address: 4650 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 42 - about 2 mile S of the subject
 Status: EPA ID#: CAL000272200

Aq soil with org residues > 10% ton 51.2 46 13
 Aq soil with org residues < 10% ton 1
 Off-spec aged/surplus inorg ton 9.27 77.27 54 14 6 8 4
 Asbestos containing waste ton 1.35 4.79
 Unspecified solvent mixture ton 46
 Waste oil and mixed oil ton 2
 Off-spec aged/surplus org ton 08 2
 Other organics solids ton 12 1
 Empty containers-30 gal ton 35 55
 Photochemical waste ton .04
 Lab waste chemicals ton .04
 Liquids with pH<2 ton 25 6 11

THE CHILDRENS HOSPITAL
 Address: 4650 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 42 - about 2 mile S of the subject
 Status: EPA ID#: CAC00065232

Tank Bottom waste ton 31
 KAISER PERMANENTE
 Address: 4700 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 44 - about 2 mile S of the subject
 Status: EPA ID#: CAL923579669

Asbestos containing waste ton 02
 Unspecified solvent mixture ton
 Pharmaceutical waste ton
 Photochemical waste ton
 KAISER FOUNDATION HEALTH PLAN
 Address: 4841 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 45 - about 2 mile W of the subject
 Status: EPA ID#: CAL000258043

Asbestos containing waste ton 33.7
 KAISER FOUNDATION HEALTH PLAN
 Address: 4841 HOLLYWOOD BLVD
 City: LOS ANGELES

Map Loc: 45 - about 2 mile W of the subject
 Status: EPA ID#: CAL000246409
 Asbestos containing waste ton
 Off-spec aged or surplus org ton
 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
 54.3 1.4

EDGEMONT HOSPITAL
 Address: 4841 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 45 - about 2 mile W of the subject
 Status: EPA ID#: CAC000653989

ABC MEDICAL CLINIC
 Address: 1674 HILLHURST AVE
 City: LOS ANGELES
 Map Loc: 47 - about 2 mile E of the subject
 Status: EPA ID#: CAL000106106

Restricted Metal Sludge ton 01
 Photochemical waste ton
 KAISER FOUND HLTH PLAN
 Address: 4747 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 48 - about 2 mile SW of the subject
 Status: EPA ID#: CAD981397375

Asbestos containing waste ton 887 83
 Tank Bottom waste ton 5 05 1.26 286 1.45
 Polychlorinated biphenyls ton 48
 Unspec organic liquid mixture ton 7

RONALD WONG
 Address: 1616 HILLHURST AVE
 City: LOS ANGELES
 Map Loc: 49 - about 2 mile E of the subject
 Status: EPA ID#: CAC00339612

Asbestos containing waste ton 4
 JOHN AAROW & ASSOCIATES
 Address: 1714 HILLHURST AVE
 City: LOS ANGELES
 Map Loc: 50 - about 2 mile E of the subject
 Status: EPA ID#: CAC00144240

Unspec oil cont waste ton 23
 KAISER FOUNDATION
 Address: 4760 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 51 - about 2 mile SW of the subject
 Status: EPA ID#: CAC000625928

Tank Bottom waste ton 06
 KAISER FOUNDATION INC
 Address: 4760 W SUNSET BLVD
 City: LOS ANGELES

Site: LLOYDS ARCO STA
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc: 60 - about 2 mile N of the subject
Status: EPA ID#: CAX000037432

Site: ARCO PRODUCTS CO FAC 19
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc: 60 - about 2 mile N of the subject
Status: EPA ID#: CAL000028030

Site: HOME SAVING
Address: 4905 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 61 - about 2 mile W of the subject
Status: EPA ID#: CAC000981948

Site: KIDS DENTAL KARE
Address: 4905 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 61 - about 2 mile W of the subject
Status: EPA ID#: CAL000225161

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Inorganic solid waste ton

Site: CHILDRENS HOSPITAL THRIFT STOR
Address: 4551 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 62 - about 2 mile SE of the subject
Status: EPA ID#: CAC002281001

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Other organic solids ton

Site: BYUNG S KIM & SUNG JA KIM
Address: 4521 MELBOURNE AVE
City: LOS ANGELES
Map Loc: 63 - about 2 mile NE of the subject
Status: EPA ID#: CAC002672732

Site: ISE AUTOMOTIVE INC
Address: 1774 HILLHURST AVE
City: LOS ANGELES
Map Loc: 64 - about 2 mile NE of the subject
Status: EPA ID#: CAL000109827

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Aq sol with org residues<10% ton
Unspecified aqueous solution ton
Waste oil and mixed oil ton
Oil/water sludge ton
Org liquids with restr metals ton

Site: O CLEANING STORE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 2 mile N of the subject
Status: EPA ID#: CAD963605478

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Halogenated solvents ton

Site: "O" CLEANING STORE
Address: 4716 FRANKLIN AVE
City: LOS ANGELES
Map Loc: 66 - about 2 mile N of the subject
Status: EPA ID#: CAL000022857

Site: O CLEANING SERVICE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 3 mile N of the subject
Status: EPA ID#: CAL000028064

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Aq sol with org residues<10% ton
Halogenated solvents ton
Hydrocarbon solvents ton

Site: KAISER PERMANENTE
Address: 1530 HILLHURST AVE
City: LOS ANGELES
Map Loc: 67 - about 2 mile SE of the subject
Status: EPA ID#: CAL923573681

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Restricted Metal Sludge ton
Inorganic solid waste ton
Photo-chemical waste ton

Site: KAISER PERMANENTE HOSPITAL
Address: 1530 HILLHURST AVE
City: LOS ANGELES
Map Loc: 67 - about 2 mile SE of the subject
Status: EPA ID#: CAC0007135689

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Asbestos containing waste ton

Site: WALGREENS #11449
Address: 4616 DE LONGPRE AVE
City: LOS ANGELES
Map Loc: 68 - about 2 mile S of the subject
Status: EPA ID#: CAL000328491

Site: VIDE O ASIS
Address: 1815 HILLHURST AVE
City: LOS ANGELES
Map Loc: 69 - about 2 mile NE of the subject
Status: EPA ID#: CAD961576560

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Photochemical waste ton

Site: VIDEO OASIS & 1 HOUR PHOTO
Address: 1802 HILLHURST AVE
City: LOS ANGELES
Map Loc: 70 - about 2 mile NE of the subject
Status: EPA ID#: CAL000124083

88089 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Photochemical waste ton

4693 HOLLYWOOD BLVD, LOS ANGELES

Map Loc: 51 - about 2 mile SW of the subject
 Status: EPA ID#: CAL000094739

Asbestos containing waste ton
 Restricted Metal Sludge ton
 Inorganic solid waste ton
 Waste oil and mixed oil ton
 Pharmaceutical waste ton
 Empty non-pesticide conts-30 gal. ton

CITY OF LA GENERAL SERVICES
 Address: 1601 HILLHURST AVE
 City: LOS ANGELES
 Map Loc: 52 - about 2 mile E of the subject
 Status: EPA ID#: CAD981982160

Asbestos containing waste ton
 Waste oil and mixed oil ton
 Tank Bottom waste ton
 Unspec organic liquid mixture ton
 Other organic solids ton

THE CHURCH SCIENTOLOGY
 Address: 4810 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 53 - about 2 mile SW of the subject
 Status: EPA ID#: CAC00284932

Asbestos containing waste ton
 Address: CASTLE FORD BODY SHOP
 City: 1620 HILLHURST AVE
 Map Loc: LOS ANGELES
 Status: EPA ID#: CAL000028403

Aq soil with org residues > 10% ton
 Oil based solvent ton
 Unspecified solvent mixture ton
 Unspec organic liquid mixture ton
 Other organic solids ton
 Empty non-pesticide conts-30 gal. ton

CASTLE FORD SALES & CO
 Address: 1620 HILLHURST AVE
 City: HOLLYWOOD
 Map Loc: 54 - about 2 mile E of the subject
 Status: EPA ID#: CAX000118844

U HAUL 712-24
 Address: 4550 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 55 - about 2 mile SE of the subject
 Status: EPA ID#: CAD981641293

Waste oil and mixed oil ton
 Unspec oil cont waste ton
 Tank Bottom waste ton

U HAUL 713-55

Address: 4550 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 55 - about 2 mile SE of the subject
 Status: EPA ID#: CAL000010021

Unspec oil cont waste ton
 CHILDRENS HOSP OF L A
 Address: 4601 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 56 - about 2 mile SE of the subject
 Status: EPA ID#: CAC000983738

VIDEO HUT
 Address: 1888 N VERMONT AVE
 City: LOS ANGELES
 Map Loc: 57 - about 2 mile N of the subject
 Status: EPA ID#: CAL000060704

Probiological waste ton
 CASTLE FORD SALES, INC
 Address: 4531 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 58 - about 2 mile SE of the subject
 Status: EPA ID#: CAD981378532

Aq soil with org residues > 10% ton
 Aq soil with org residues < 10% ton
 Unspecified aqueous solution ton
 Halogenated solvents ton
 Hydrogenated solvents ton
 Unspecified solvent mixture ton
 Waste oil and mixed oil ton
 Oil/water sludge ton
 Unspec oil cont waste ton
 Org liquids with restr metals ton
 Unspec organic liquid mixture ton
 Paint sludge ton
 Liq with hal org > 1gl ton

FIVE STAR AUTO GRP INC DBA HOL
 Address: 4531 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 58 - about 2 mile SE of the subject
 Status: EPA ID#: CAL000295358

Waste oil and mixed oil ton
 Unspec organic liquid mixture ton

UNOCAL SVC STA #3837
 Address: 4900 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 59 - about 2 mile W of the subject
 Status: EPA ID#: CAD981644347

Aq soil with org residues < 10% ton
 Waste oil and mixed oil ton
 Unspec compressed ton
 Unspec organic liquid mixture ton

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 23

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 23

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 2 46 94 1 26 1 36

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 1 44 2 29 3 9 0 3

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 1 67 4 48 11 49 4 57 1 23 77 64 75

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 2 5 1 67 3 5 8 34 9 17 11 15 17 68 24 8 4 17 7 09

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 3 2 89 4 35 81 1 12 83

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 2 1 83

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 3 67 21

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 1 31 3 23

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 05 07 06 84
 02 42 7 5 01

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 17 84 1 05 26 34 33 08

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 1 66

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 4 1 6

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 53 8 85 101 47 12 14 21 43 62 06 05 1 05 06 02

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 1 25 13

88689_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 8 34

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: AUTOZONE INC #5412
Address: 1515 HILLHURST AVE
City: LOS ANGELES
Map Loc: 71 - about 3 mile SE of the subject
Status: EPA ID#: CAL000207637

Waste oil and mixed oil ton
Other organic solids ton
5 88 0.2 0.2 1
04 14 85

Site: CHEIF AUTO PARTS INC
Address: 1515 HILLHURST AVE
City: LOS ANGELES
Map Loc: 71 - about 3 mile SE of the subject
Status: EPA ID#: CAL000049409

Site: VONS STORE #2665
Address: 4520 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 72 - about 3 mile SE of the subject
Status: EPA ID#: CAL000353954

Site: KAISER_PERMANENTE HOSPITAL
Address: 1549 N EDGE MONT ST
City: LOS ANGELES
Map Loc: 73 - about 3 mile SW of the subject
Status: EPA ID#: CAC00089844

Site: EDWARD HOW DDS
Address: 1814 HILLHURST AVE
City: LOS ANGELES
Map Loc: 74 - about 3 mile NE of the subject
Status: EPA ID#: CAL000272783

Unspecified solvent mixture ton 04

Site: APPLIED GRAPHICS
Address: 4519 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 75 - about 3 mile SE of the subject
Status: EPA ID#: CAC000831608

Site: BARNSDELL GARDENS
Address: 1630 N EDGE MONT ST,-APARTMENT COMP
City: LOS ANGELES
Map Loc: 76 - about 3 mile SW of the subject
Status: EPA ID#: CAC001001808

Asbestos containing waste ton 3.37

Site: EDGE MONT APARTMENTS
Address: 1630 N EDGE MONT ST
City: LOS ANGELES
Map Loc: 76 - about 3 mile SW of the subject
Status: EPA ID#: CAP400480611

Inorganic solid waste ton 78

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: KAISER FOUNDATION INC
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAL000084741

Site: KAISER FOUNDATION
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAC000625920

Tank Bottom waste ton 12

Site: KAISER FOUND HLTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAD0981386591

Sol without metals (PH >12.5) ton 08

Aq sol with org residues > 10% ton 21
Aq sol with org residues <10% ton 15
Inspected aqueous solution ton 02
Off-spec aqueous solution ton 02
Off-spec aqueous liquid ton 01
Asbestos containing waste ton 1.23 97.32 905 482 46.77 13.57 3.36 19.53 160 1.76 12
Restricted Metal Sludge ton 65 5 32
Inorganic solid waste ton 1 1.06 02 21 23 1 83 16
Inorganic solid waste ton 01
Halogenated solvents ton 89 23 31 11 .45 2 06 27
Unspecified solvent mixture ton 89 23 31 11 .45 2 06 27
Waste oil and mixed oil ton 22 19 08 11
Waste oil and mixed oil ton 22 19 08 11
Tank Bottom waste ton 32 3.25 1 1.14 5.12 35 01 54
Polychlorinated biphenyls ton 65
Polychlorinated biphenyls ton 01
Polychlorinated biphenyls ton 01
Latex waste ton 32
Pharmaceutical waste ton 32
Pharmaceutical waste ton 1 05 2.62 12 08 05 02
Pharmaceutical waste ton 02
Pharmaceutical waste ton 03
Pharmaceutical waste ton 08
Org liquids with halogens ton 01 5.12 25 13
Org liquids with halogens ton 53 76 16 39 38 02
Unspec organic liquid mixture ton 03
Unspec organic liquid mixture ton 32
Unspec organic liquid mixture ton 32
Other organic solids ton 32 07 14 4 17 92 48 18 06 28
Paint sludge ton 21 08 19 54
Paint sludge ton 01 07 01 05 06 01 08
Empty containers <30 gal ton 19 38
Pharmaceutical waste ton 21
Lab waste chemicals ton 19 38 21
Lab waste chemicals ton 01 02 21 09 13
Contaminated soil ton 21
Liq with mercury > 20 mg/l ton 01 02 21 09 13
Liq with mercury > 20 mg/l ton 21
Liq with PCB > 50 mg/l ton 21
Liq with hal org-1g/l ton 05
Liquids with pH<2 ton 08
Liq with pH<2 & rest metals ton 02

8809 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011

Site: KAISER LAMC
 Address: 4867 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 77 - about 3 mile SW of the subject
 Status: EPA ID#: CAL000293331

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 08
 Soil without metals (PH=1-2.5) ton
 Unspecified waste ton
 Offspec oil cont waste ton
 Offspec aged or surplus org ton
 Offspec aged or surplus org ton
 Other organic solids ton
 Paint sludge ton

Site: KAISER HOSPITAL
 Address: 4867 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 77 - about 3 mile SW of the subject
 Status: EPA ID#: CAC000279537

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 22 91
 ton 22 18
 ton 23
 ton 6
 ton 12

Site: KAISER FOUNDATION HEALTH PLAN
 Address: 1526 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 78 - about 3 mile SW of the subject
 Status: EPA ID#: CAL000094739

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 1 09 1 68 10 95 4

Site: KAISER FOUNDATION HEALTH PLAN
 Address: 1526 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 78 - about 3 mile SW of the subject
 Status: EPA ID#: CAC002559944

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 1 68

Site: KAISER FOUNDATION HOSPITALS
 Address: 1550 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 79 - about 3 mile SW of the subject
 Status: EPA ID#: CAC00268359

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 82

Site: NALCO COMPANY
 Address: 1550 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 79 - about 3 mile SW of the subject
 Status: EPA ID#: CAC002683977

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 46 85 69 59 44 22

Site: CELEBRITY CLEANERS
 Address: 1857 HILLHURST AVE
 City: LOS ANGELES
 Map Loc: 80 - about 3 mile NE of the subject
 Status: EPA ID#: CAD982456016

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton
 Halogenated solvents ton
 Unspec organic liquid mixture ton

Site: KAISER FOUNDATION HEALTH PLAN
 Address: 1630 KENNORE ST
 City: LOS ANGELES
 Map Loc: 81 - about 3 mile W of the subject
 Status: EPA ID#: CAC002551024

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 3 36
 Asbestos containing waste ton
 WESTCO SERVICES CO
 Address: 1630 KENNORE ST
 City: LOS ANGELES
 Map Loc: 81 - about 3 mile W of the subject
 Status: EPA ID#: CAC002609006

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 06
 Waste oil and mixed oil ton
 PANOS INDUSTRIES
 Address: 4945 HOLLYWOOD BLVD
 City: LOS ANGELES
 Map Loc: 82 - about 3 mile W of the subject
 Status: EPA ID#: CAC000658800

Site: KAISER PERMANENTE
 Address: 1510 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 83 - about 3 mile SW of the subject
 Status: EPA ID#: CAL000253535

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 19 1 03 01
 Unspecified solvent mixture ton
 Liquids with pH<2 ton

Site: CHURCH OF SCIENTOLOGY
 Address: 1425 N CATALINA ST
 City: LOS ANGELES
 Map Loc: 84 - about 3 mile SW of the subject
 Status: EPA ID#: CAC002679057

Site: CHEVRON USA STA #0703
 Address: 4480 W SUNSET BLVD
 City: LOS ANGELES
 Map Loc: 85 - about 3 mile SE of the subject
 Status: EPA ID#: CAC000060693

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 28 2 12
 ton 06 05 01

Site: KAISER PERMANENTE
 Address: 1505 N EDGE MONT ST
 City: LOS ANGELES
 Map Loc: 86 - about 3 mile SW of the subject
 Status: EPA ID#: CAL923575625

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 12 67 43
 Restricted Metal Sludge ton
 Inorganic solid waste ton
 Unspecified solvent mixture ton
 Unspec organic liquid mixture ton
 Photochemical waste ton

88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
 ton 02
 ton 18
 ton 19
 ton 2

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: 1930 VERMONT LLC
Address: 1930 N VERMONT AVE
City: LOS ANGELES
Map Loc: 87 - about 3 mile N of the subject
Status: EPA ID#: CAC002599717

Oil/water sludge ton 32
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: PACIFIC RENOVATIONS
Address: 1414 N CATALINA ST
City: LOS ANGELES
Map Loc: 88 - about 3 mile SW of the subject
Status: EPA ID#: CAC00278033

Asbestos containing waste ton 2 36
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: RODNEY DRIVE HOA
Address: 1910 RODNEY DR
City: LOS ANGELES
Map Loc: 89 - about 3 mile NE of the subject
Status: EPA ID#: CAC002189233

Oil/water sludge ton 1 99
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: KAISER FOUND HLTH PLAN 4900
Address: 4900 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 90 - about 3 mile SW of the subject
Status: EPA ID#: CAD982008047

Off-spec aged/surplus inorg ton 2 72
Asbestos containing waste ton 6 26
Radioactive waste ton 14 57
Metal Sludge ton 02 02 01
Inorganic solid waste ton 02 02 01
Pharmaceutical waste ton 02 02 01
Off-spec, aged or surplus org ton 02
Photochemical waste ton 02
Liq with chrom(VI)>500mg/l ton 15

Site: THRIFTY CLEANERS
Address: 4970 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 92 - about 3 mile W of the subject
Status: EPA ID#: CA0982448650

Aq sol with org residues<10% ton 23 23 62 45 66 22 22
Halogenated solvents ton
Hydrocarbon solvents ton
Unspec organic liquid mixture ton

Site: CHEVRON STATION 90140
Address: 1669 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAR000116772

Unspec oil cont waste ton 1 45
Other organic solids ton 04
Empty non-petstic comb-30 gal ton 11 64

Site: CHEVRON PRODUCTS SS#_90140

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAL000169554

Aq sol with org residues<10% ton 65
Hydrocarbon solvents ton
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: BAYLESS CHEVRON
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAD981663370

Aq sol with org residues<10% ton 1 37
Waste oil and mixed oil ton 1 37
Unspec oil cont waste ton 58
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: CHEVRON U S A #90141
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAC000296545

Site: COURTLAND DANE MANAGEMENT GROU
Address: 1917 RODNEY DR, 101-201
City: LOS ANGELES
Map Loc: 94 - about 3 mile NE of the subject
Status: EPA ID#: CAC00224241

Asbestos containing waste ton 1 35
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: SUNSET 30 MINUTE PHOTO
Address: 4470 W SUNSET BLVD,SITE 108
City: LOS ANGELES
Map Loc: 95 - about 3 mile SE of the subject
Status: EPA ID#: CAD982444408

Photochemical waste ton 1
88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 13/15

Site: ILLUMINADA GUY
Address: 4406 PROSPECT AVE
City: LOS ANGELES
Map Loc: 96 - about 3 mile E of the subject
Status: EPA ID#: CAC002671596

Site: KHATCHA TOURIAN
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAC000628480

Site: HOLLYWOOD INDEPENDENT GARAGE
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAL912682669

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: AL KATCHATOURIAN
Address: 4977 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAC000984784

Unspec oil cont waste ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
4 21 50 56 33 71

Site: HOLLYWOOD WAY
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAL000192889

Unspec oil cont waste ton
Organic solvents ton
Hydrocarbon solvents ton
Other organic solids ton
64 21 2 2 32 05

Site: HOLLYWOOD STAR AUTO REPAIR
Address: 4977 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAL000250007

Organized solvents ton
Liq with hal org+gl ton
12

Site: MONCADA'S DENTAL OFFICE
Address: 1321 N VERMONT AVE STE B
City: LOS ANGELES
Map Loc: 96 - about 3 mile S of the subject
Status: EPA ID#: CAL000211552

Inorganic solid waste ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011

Site: MICHAEL SEGERDAL, DDS
Address: 1321 N VERMONT AVE, #A
City: LOS ANGELES
Map Loc: 96 - about 3 mile S of the subject
Status: EPA ID#: CAL000143666

Unspec organic liquid mixture ton
Liq with mercury > 20 mg/l ton
00

Site: LES S MARGARET MACOWSKI
Address: 1928 N BERENDO ST
City: LOS ANGELES
Map Loc: 99 - about 3 mile NW of the subject
Status: EPA ID#: CAC002702709

Site: LINA GERONCA
Address: 1929 N BERENDO ST
City: LOS ANGELES
Map Loc: 100 - about 3 mile NW of the subject
Status: EPA ID#: CAC002984464

Site: 1X CHURCH OF SCIENTOLOGY

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 1404 N CATALINA ST
City: LA
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAC000636528

Asbestos containing waste ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
4 21 50 56 33 71

Site: CHURCH OF SCIENTOLOGY
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAL912814862

Asbestos containing waste ton
Unspecified solvent mixture ton
Unspec oil cont waste ton
Unspec oil and mixture ton
Photochemical waste ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
42 14 67 362 11 115

Site: CHURCH OF SCIENTOLOGY
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAC002562559

Unspecified solvent mixture ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
22

Site: CHURCH OF SCIENTOLOGY, MOTOR P
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAC00267117

PAC RENOVATIONS ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011

Site: PAC RENOVATIONS
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAC002562279

Waste oil and mixed oil ton
88889_9091_9293_9495_9697_9899_0001_0203_0405_0607_0809_1011
83

UST
Permitted Underground Storage Tanks - State Water Quality Control Board

The Corriese Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impoundments were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impoundments in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded

4693 HOLLYWOOD BLVD, LOS ANGELES

4693 HOLLYWOOD BLVD, LOS ANGELES

This list has been researched within a quarter of a mile radius of the subject site

This list has been researched within a quarter of a mile radius of the subject site

Site: HOLLYMONT CAR WASH
Address: 1666 N VERMONT AVE
City: LOS ANGELES
Map Loc: 3 - about 0 mile NW of the subject
Status: 00000003946 GAS STATION 87 d_ r_ (1987981)

Activity: GAS STATION
Site: ARCO MINI MARKET/FUEL STATION
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: 90027 24988 (192014)

Site: YITZHAK HACHAMOFF
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: 00000028763 GAS STATION 87 r_ r_ (1987&A9)

Activity: GAS STATION
Site: KAISER FOUND HOSPITALS
Address: 4730 BARNSDALL AVE
City: LOS ANGELES
Map Loc: 27 - about 1 mile SW of the subject
Status: 90027 25222 (192014)

Site: KAISER FOUNDATION HOSPITALS
Address: 4730 BARNSDALL AVE
City: LOS ANGELES
Map Loc: 27 - about 1 mile SW of the subject
Status: 9005 1905025222 (192010)

Site: KAISER MEDICAL CENTER
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: 8r_ 8r_ (1919881)

Site: ALEX SATIN OLDS MAZDA
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: 00000020974 NEW CAR DEALER 87 62852 (1987)

Activity: NEW CAR DEALER
Site: ALEX SATIN OLDSMOBILE-MAZDA
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject

Status: 00000029253 SELLING CARS & SERV 87 ?_ ?_ (1987981)
Activity: SELLING CARS & SERV
Site: EVI ENTERPRISES CORPORATION
Address: 4810 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 36 - about 1 mile W of the subject
Status: 161 8r_ (1919881)

Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about 2 mile W of the subject
Status: 00000089373 CAR WASH 87 46957 (1987)

Activity: CAR WASH
Site: CHILDREN'S HOSPITAL OF LOS ANG
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: 00000086633 HOSPITAL 87 65535 (1987)

Activity: HOSPITAL
Site: CHILDREN'S HOSPITAL OF LOS ANG
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: 00000041099 CHILDREN'S HOSPITAL 87 a1_ a1_ (1987&A9)

Activity: CHILDREN'S HOSPITAL
Site: CHILDREN'S HOSPITAL OF L A
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: 90027 25219 (192014)

Site: HEALTH INDUSTRIES OF AMERICA
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 45 - about 2 mile W of the subject
Status: 19003046 10L_ (19

Site: HEALTH INDUSTRIES OF AMERICA
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 45 - about 2 mile W of the subject
Status: 19003046 (19A2)

Site: KAISER FOUNDATION HEALTH PLAN

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: 4733 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 46 - about 2 mile S of the subject
Status: 00000003510 (1987981)

Activity: GAS STATION
Site: TEXACO INC
Address: 4747 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 48 - about 2 mile S of the subject
Status: 00000003510 (1987981)

Activity: GAS STATION
Site: KAISER FOUNDATION HOSPITALS IN
Address: 4760 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 51 - about 2 mile SW of the subject
Status: 90027 24064 (192014)

Activity: GAS STATION
Site: KAISER FOUNDATION HOSPITALS IN
Address: 4760 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 51 - about 2 mile SW of the subject
Status: 6778 1905024064 (192010)

Activity: HOSPITAL
Site: LOS ANGELES FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about 2 mile E of the subject
Status: 90027 24977 (192014)

Activity: HOSPITAL
Site: FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about 2 mile E of the subject
Status: 00000047491 FIRE STATION 87 -J- (19876A9)

Activity: FIRE STATION
Site: HOLLYWOOD MOVING CENTER
Address: 4550 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 55 - about 2 mile SE of the subject
Status: 00000003510 87 -J- (198798A)

Activity: AUTO DEALERSHIP
Site: CASTLE FORD SALES
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about 2 mile SE of the subject
Status: 0000004881 AUTO DEALERSHIP 87 38-38 (1987981)

4693 HOLLYWOOD BLVD, LOS ANGELES

Address: UNION OIL SERVICE STATION 3837
City: LOS ANGELES
Map Loc: 59 - about 2 mile W of the subject
Status: 0000005607 GAS STATION 87 62856 (1987)

Activity: GAS STATION
Site: SERVICE STATION 3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about 2 mile W of the subject
Status: 00000018969 GAS STATION 87 -d- (1987981)

Activity: GAS STATION
Site: LA MANCHA DEVELOPMENT
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc: 60 - about 2 mile N of the subject
Status: 000000029174 HOSPITAL 87 -d- (1987981)

Activity: HOSPITAL
Site: KAISER FOUNDATION HOSPITAL/C
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: 90027 23706 (192014)

Activity: HOSPITAL
Site: KAISER FOUNDATION HOSPITAL
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: 00000029174 HOSPITAL 87 -d- (19876A9)

Activity: HOSPITAL
Site: KAISER FOUNDATION HOSPITAL
Address: 1526 N EDGE MONT ST
City: LOS ANGELES
Map Loc: 78 - about 3 mile SW of the subject
Status: 0000001882 GAS STATION 87 -d- (1987981)

Activity: GAS STATION
Site: KAISER PERMANENTE
Address: 4900 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 90 - about 3 mile SW of the subject
Status: 00000004881 AUTO DEALERSHIP 87 38-38 (1987981)

4693 HOLLYWOOD BLVD, LOS ANGELES

City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: 90027 24844 (192014)

Site: UNK
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: 40' 40' _ (19192/9)

4693 HOLLYWOOD BLVD, LOS ANGELES

Site: U-HAUL OF LOS ANGELES/C
Address: 4550 WILCOX BLVD
City: HOLLYWOOD
Map Loc: 91 - about 3 mile N of the subject
Status: 90027 25216 (192014)

Site: BAYLESS CHEVRON
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: 00000081732 GAS STATION 87 _ _ O/_; _ (19876/48)

Activity: GAS STATION

Site: CHEVRON STATION #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: 90027 23755 (192014)

Site: BARGAIN GAS
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: 0000029480 GAS STATION 87 _ _ _ (1987981)

Activity: GAS STATION

Site: HEYDON S UNION
Address: 1900 HILLHURST AVE
City: LOS ANGELES
Map Loc: 101 - about 3 mile NE of the subject
Status: 0000033838 GAS STATION 87 _ _ 3/_ (1987981)

Activity: GAS STATION

Site: JOHN HEYDON
Address: 1900 HILLHURST AVE
City: LOS ANGELES
Map Loc: 101 - about 3 mile NE of the subject
Status: 0000048891 CONSTRUCTION 87 62817 (1987)

Activity: CONSTRUCTION

Site: THRIFTY OIL STATION #276
Address: 1901 HILLHURST AVE
City: LOS ANGELES
Map Loc: 102 - about 3 mile NE of the subject
Status: 0000066606 GAS STATION 87 92 _ _ _ (1987981)

Activity: GAS STATION

Site: BUILDING MGMT SERVICES/C
Address: 1404 N CATALINA ST

Phase I Environmental Site Assessment
4693 Hollywood Boulevard, Los Angeles, California 90027

ATTACHMENT (F)

SANBORN FIRE INSURANCE REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No Fire Insurance Maps are available for the area surrounding the subject site. Lack of coverage of the site indicates an area of little commercial development prior to 1950.

**Phase I Environmental Site Assessment
4693 Hollywood Boulevard, Los Angeles, California 90027**

ATTACHMENT (G)

PHOTOGRAPHS OF THE SUBJECT SITE

PHOTOGRAPHS OF THE SUBJECT SITE
4693 Hollywood Boulevard, Los Angeles, California 90027



Picture (1). View of the Subject Site facing West

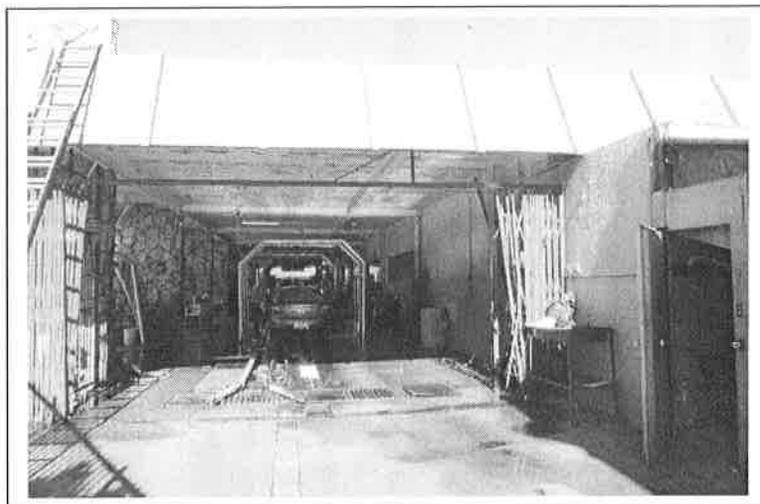


Picture (2). View of the Subject Site facing South

PHOTOGRAPHS OF THE SUBJECT SITE
4693 Hollywood Boulevard, Los Angeles, California 90027

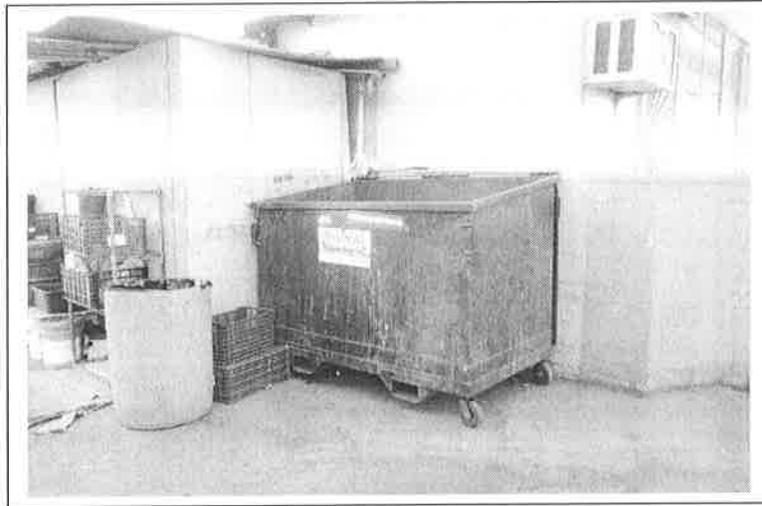


Picture (3). View of the Asphalt-Paved Dry Area



Picture (4). View of the Car Wash Tunnel

PHOTOGRAPHS OF THE SUBJECT SITE
4693 Hollywood Boulevard, Los Angeles, California 90027

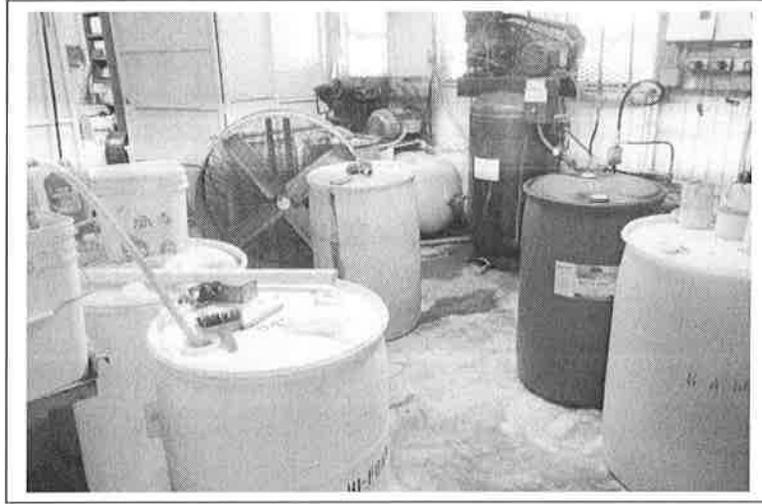


Picture (5). View of the Trash-Bin

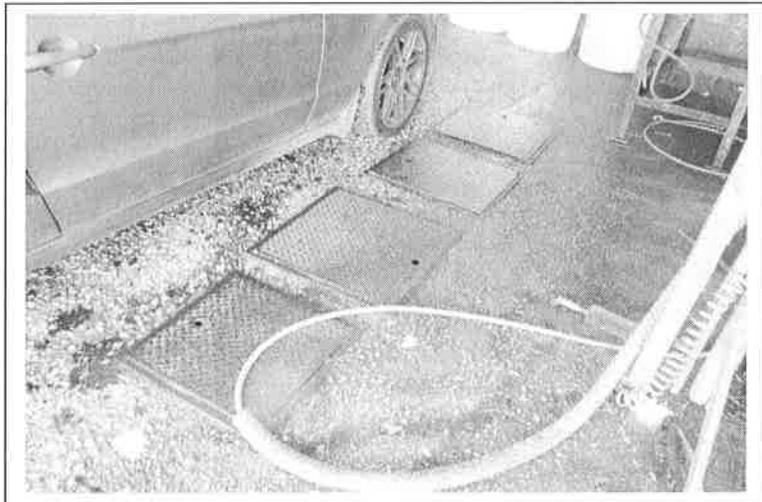


Picture (6). View of the 55-gallon Drums Containing Used Soap

PHOTOGRAPHS OF THE SUBJECT SITE
4693 Hollywood Boulevard, Los Angeles, California 90027

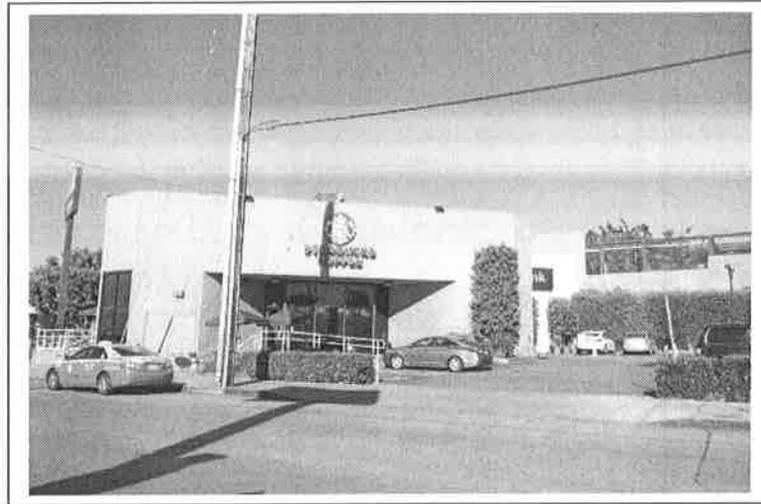


Picture (7). View of the 55-gallon Tanks Containing New Soap



Picture (8). View of the Clarifier

PHOTOGRAPHS OF THE SUBJECT SITE
4693 Hollywood Boulevard, Los Angeles, California 90027



Picture (9). Property to the North of the Subject Site across the Prospect Ave.
(Commercial Area / "Starbucks Coffee")



Picture (10). Property to the East of the Subject Site
(Residential Area / Houses)

F – REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.1- REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.2- REDLINED REVISED CONDITIONS OF APPROVAL AND FINDINGS

F – REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.1- REVISED CONDITIONS OF APPROVAL AND FINDINGS

REVISED MODIFIED CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 139 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** 16 units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).
3. **Voluntary Affordable Unit.** One (1) unit shall be voluntarily provided for a Moderate-Income Household, as defined by the US Department of Housing and Urban Development.
4. **Floor Area Ratio (FAR).** Development on the subject property shall be limited to a **4.31:1** Floor Area Ratio (FAR), or a total floor area of **126,770** square feet.
5. **Residential Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 260 parking spaces per the SNAP.
6. **Commercial Automobile Parking.** **41** commercial parking spaces shall be provided, or a rate of one (1) commercial parking space per 500 square-feet of commercial floor area.
7. **Building Height.** As illustrated in “Exhibit A”, the height of the building shall not exceed **86** feet from grade to the top of roof as defined by Section 12.21.1 B.3(a) of the Municipal Code.
8. **Building Stepback.** As illustrated in “Exhibit A”, the project shall be limited to a height of 41 feet for the portion of the building located within 15 feet from the front property line along Hollywood Boulevard, consistent with the TOC Affordable Housing Incentive Program.
9. **Third Floor Stepback.** As illustrated in “Exhibit A”, the third floor shall be setback at least 10 feet from the second floor for the façade along Hollywood Boulevard and Vermont Avenue, consistent with the TOC Affordable Housing Incentive Program.
10. **Open Space.** The project shall provide a minimum of 10,781 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 2,695 square feet (25 percent) must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square footage allocated towards meeting the overall usable open space requirement.
11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 16 units available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of

LAHD, and in consideration of the project's SB 8 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (SB 8 Determination) sections of this determination.

12. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
13. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated October 10, 2019, the project will not be required to provide replacement units.

SNAP Conditions

14. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
15. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$597,700 to the Parks First Trust Fund for the net increase of 139 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
 - d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of

payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

- e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
16. **Use.** The proposed residential and commercial use shall be permitted on the subject property. **The site is allowed a grocery store use within the ground floor of the mixed-use building. Commercial uses shall be limited to the ground floor of the building. Any new change of use within the project site is required to obtain a Specific Plan Project Compliance (SPPC) approval before any permit clearance is given.**
17. **Bicycle Parking.** The project shall provide a minimum of 70 residential bicycle spaces and 11 commercial bicycle spaces on site, as shown in Exhibit "A."
18. **Yards.** No front, side, or rear yard setbacks shall be required.
19. **Pedestrian Oriented Landscaping.** As illustrated in Exhibit "A", a pedestrian courtyard shall be located at the intersection of Hollywood Boulevard and Vermont Avenue and it shall be improved with planters, trees, and seating. Three (3) feet of landscaping shall be provided along the Vermont Avenue façade as shown in "Exhibit A". Lastly, the façade along Hollywood Boulevard shall be consistent with "Exhibit A" and shall provide inset windows with landscape planters, as well as vertical landscaping. The plant species for the vertical landscaping is not labeled on the Landscape Plan and final plans shall be revised to note the plant species.
20. **Pedestrian Easement.** A three (3) foot wide public parkway easement shall be provided along Vermont Avenue to provide additional publicly accessible parkway landscaping.
21. **Streetscape Elements.**
 - a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
 - i. Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Hollywood Boulevard and Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Vermont Avenue, along the project site, subject to the Bureau of Street Services, Urban Forestry Division requirements.
 - ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
 - iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
 - iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

- b. **Bike Racks.** A total of six (6) simple black painted bike racks shall be provided in the public right-of-way along the project site consisting of three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
 - c. **Trash Receptacles.** Two (2) trash receptacles shall be provided in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue.
22. **Design of Entrances.** As illustrated in “Exhibit A”, the residential entrance shall be located at the corner of Vermont Avenue and Prospect Avenue, and the commercial entrance for the grocery store shall be provided at the corner of Hollywood Boulevard and Vermont Avenue.
 23. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 24. **Transparent Elements.** As illustrated in “Exhibit A”, at least 761 square feet of the ground floor façade along Hollywood Boulevard, 822 square feet along Vermont Avenue, and 771 square feet along Prospect Avenue shall be constructed with transparent building materials.
 25. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 26. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 27. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 28. **Pavement.** The plans shall be revised to illustrate the use of paving materials (such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers) in front of both the residential entrance and the grocery store entrance.
 29. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide $\frac{3}{4}$ -foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.
 30. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division

for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.

31. **Hours of Operation.** All trash collection and deliveries and other similar parking maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
32. **Noise.** The project is permitted to comply with the interior noise study ('Exhibit B') produced by acoustical engineers, Veneklasen Associates, dated March 29, 2022, as an alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room having a line of sight to a public street or alley. In accordance with the acoustical study, the following materials will be utilized within the project:
 - Zone A
 - Windows and glass doors with minimum STC ratings of 37
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone B
 - Windows and glass doors with minimum STC ratings of 33
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone C
 - Windows and glass doors with minimum STC ratings of 30
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
33. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

34. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
35. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
36. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

37. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
38. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
40. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
41. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
42. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial

deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

Commercial Vehicle Parking. Section **9.E.3** of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project proposes **20,240** square feet of commercial floor area, thereby allowing a maximum of **41** commercial parking spaces. The project is not requesting a reduction in commercial parking. The project is proposing **41** commercial parking spaces, which does not exceed the original maximum SNAP requirement of **41** commercial spaces allowed. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and the commercial parking spaces cannot be in addition to guest parking spaces. Moreover, if more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum **41** spaces allowed per the SNAP.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of two (2) commercial structures and the construction, use and maintenance of a seven-story, 139-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. If the street vacation is approved, the site would have 135'-5" of frontage along Hollywood Boulevard, 138'-10" of frontage along Vermont Avenue, and 150 feet of frontage along Prospect Avenue. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project proposes no yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

REVISED Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level will be improved with a landscape buffer along Vermont Avenue, a landscaped courtyard at the Hollywood Boulevard and Vermont Avenue intersection, and another landscaped courtyard at the Vermont Avenue and Prospect Avenue. Additionally, on

the second floor of the building, there is a pool deck on the western side of the building and an outdoor courtyard on the eastern side of the building. The landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed. Additionally, an Irrigation Plan has been provided, and therefore, as proposed and conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. Common open space was provided in the form of one gym on the **second** floor, two courtyards on the second floor, a club room on the second floor, and a recreation room ('Sky Lounge') on the seventh floor. Each of these common open space areas are at least 600 square-feet in area and have dimensions of 20 feet or greater. Private open space was provided in the form of **78** private balconies with a minimum dimension of at least six feet. Therefore, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135'-5"), Vermont Avenue (frontage length of 138'-10"), and Prospect Avenue (frontage length of 150'). According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. As such, the following standards would apply to Hollywood Boulevard and Vermont Avenue but not to Prospect Avenue.
- a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. As such, the project is required to provide five (5) street trees along Hollywood Boulevard and five (5) street trees along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
- b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project is conditioned to ensure tree well covers are provided for all new trees. Therefore, as conditioned, the project complies with this Development Standard.
- c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, thus, requiring three (3) bike racks along the public right-of-way along Hollywood Boulevard and three (3) bike racks along the public right-of-way along Vermont Avenue. The project has been

conditioned to provide six (6) bike racks – three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.

- d) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, both of which are Secondary Highways. As such, the project has been conditioned to provide two (2) trash receptacles in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
 - e) **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. Therefore, this Development Standard does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts along Hollywood Boulevard and Vermont Avenue. Therefore, the following Development Standards apply.
- a) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather within the ground floor level and within three subterranean levels of the proposed building. Therefore, this Development Standard does not apply.
 - b) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project is not a mid-block lot and is not requesting relief from providing surface parking in the rear of the site. The project is proposing parking within the existing structure and the access driveway will be located along Prospect Avenue, at the rear of the site. Therefore, this Development Standard does not apply.
 - c) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The site consists of three contiguous parcels along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. No driveways are proposed along Hollywood Boulevard or Vermont Avenue, and as such, there will be no curb cuts along either Secondary Highway. Therefore, this Development Standard does not apply.

- d) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As illustrated in on “Exhibit A” the project proposes a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, the project complies with this Development Standard.
- e) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings, or at the corner if in a corner building. The project has frontage along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. As such, the project has been designed with this Development Standard in mind and has included a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, as proposed, the project complies with this Development Standard.
- f) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135’-5”), Vermont Avenue (frontage length of 138’-10”), and Prospect Avenue (frontage length of 150’). Therefore, this Development Standard does not apply.
- g) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **REVISED Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Hollywood Boulevard, which is classified as an Avenue I (Secondary Highway) and has a side yard property line along Vermont Boulevard, which is classified as an Avenue II (Secondary Highway). Therefore, the first stepback requirement applies to the frontage along Hollywood Boulevard and the second stepback requirement applies to both frontages along Hollywood Boulevard and Vermont Avenue.

The applicant is requesting an increase of 11 feet in height to the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line and an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Hollywood Boulevard and Vermont Avenue, and have the second-floor set back 10 feet from the first-floor. In exchange for setting aside seven (7) percent, or six (6) units, of the base 77 units for Extremely Low Income Households, the project would be permitted to have a height of 41 feet within 15 feet of the front property line along Hollywood Boulevard, and to have the secondary 10-foot stepback apply to the third-floor façade along Hollywood Boulevard and Vermont Avenue. As seen on Sheet **A-5.4 and Sheet A-5.6** of "Exhibit A", the project satisfies Stepback No. 1 and No. 2. Therefore, as conditioned in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

- b) **REVISED Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. The subject site currently has a southern elevation along Hollywood Boulevard, a western elevation along Vermont Avenue, and a north elevation along Prospect Avenue, and no surface parking is proposed for the project. The project must provide a minimum transparency of **761** square-feet along Hollywood Boulevard, **822** square-feet along Vermont Avenue, and **771** square-feet along Prospect Avenue. As Illustrated on Sheets **A-4.0.2, A-4.1.1, and A-4.2.1** of "Exhibit A", the project will provide **792** square-feet of transparency along Hollywood Boulevard, **880** square-feet of transparency along Vermont Avenue, and **780** square-feet of transparency along Prospect Avenue. Therefore, the project complies with this Development Standard.
- c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

F – REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.2- REDLINED REVISED CONDITIONS OF APPROVAL AND FINDINGS

REVISED MODIFIED CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 139 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** 16 units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).
3. **Voluntary Affordable Unit.** One (1) unit shall be voluntarily provided for a Moderate-Income Household, as defined by the US Department of Housing and Urban Development.
4. **Floor Area Ratio (FAR).** Development on the subject property shall be limited to a **4.31:1** Floor Area Ratio (FAR), or a total floor area of **126,770** square feet.
5. **Residential Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 260 parking spaces per the SNAP.
6. **Commercial Automobile Parking.** **41** commercial parking spaces shall be provided, or a rate of one (1) commercial parking space per 500 square-feet of commercial floor area.
7. **Building Height.** As illustrated in “Exhibit A”, the height of the building shall not exceed **86** feet from grade to the top of roof as defined by Section 12.21.1 B.3(a) of the Municipal Code.
8. **Building Stepback.** As illustrated in “Exhibit A”, the project shall be limited to a height of 41 feet for the portion of the building located within 15 feet from the front property line along Hollywood Boulevard, consistent with the TOC Affordable Housing Incentive Program.
9. **Third Floor Stepback.** As illustrated in “Exhibit A”, the third floor shall be setback at least 10 feet from the second floor for the façade along Hollywood Boulevard and Vermont Avenue, consistent with the TOC Affordable Housing Incentive Program.
10. **Open Space.** The project shall provide a minimum of 10,781 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 2,695 square feet (25 percent) must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square footage allocated towards meeting the overall usable open space requirement.
11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 16 units available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of

LAHD, and in consideration of the project's SB 8 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (SB 8 Determination) sections of this determination.

12. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
13. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated October 10, 2019, the project will not be required to provide replacement units.

SNAP Conditions

14. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
15. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$597,700 to the Parks First Trust Fund for the net increase of 139 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
 - d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of

payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

- e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
16. **Use.** The proposed residential and commercial use shall be permitted on the subject property. **The site is allowed a grocery store use within the ground floor of the mixed-use building. Commercial uses shall be limited to the ground floor of the building. Any new change of use within the project site is required to obtain a Specific Plan Project Compliance (SPPC) approval before any permit clearance is given.**
17. **Bicycle Parking.** The project shall provide a minimum of 70 residential bicycle spaces and 11 commercial bicycle spaces on site, as shown in Exhibit "A."
18. **Yards.** No front, side, or rear yard setbacks shall be required.
19. **Pedestrian Oriented Landscaping.** As illustrated in Exhibit "A", a pedestrian courtyard shall be located at the intersection of Hollywood Boulevard and Vermont Avenue and it shall be improved with planters, trees, and seating. Three (3) feet of landscaping shall be provided along the Vermont Avenue façade as shown in "Exhibit A". Lastly, the façade along Hollywood Boulevard shall be consistent with "Exhibit A" and shall provide inset windows with landscape planters, as well as vertical landscaping. The plant species for the vertical landscaping is not labeled on the Landscape Plan and final plans shall be revised to note the plant species.
20. **Pedestrian Easement.** A three (3) foot wide public parkway easement shall be provided along Vermont Avenue to provide additional publicly accessible parkway landscaping.
21. **Streetscape Elements.**
 - a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
 - i. Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Hollywood Boulevard and Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Vermont Avenue, along the project site, subject to the Bureau of Street Services, Urban Forestry Division requirements.
 - ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
 - iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
 - iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

- b. **Bike Racks.** A total of six (6) simple black painted bike racks shall be provided in the public right-of-way along the project site consisting of three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
 - c. **Trash Receptacles.** Two (2) trash receptacles shall be provided in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue.
22. **Design of Entrances.** As illustrated in “Exhibit A”, the residential entrance shall be located at the corner of Vermont Avenue and Prospect Avenue, and the commercial entrance for the grocery store shall be provided at the corner of Hollywood Boulevard and Vermont Avenue.
 23. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 24. **Transparent Elements.** As illustrated in “Exhibit A”, at least **761** square feet of the ground floor façade along Hollywood Boulevard, **822** square feet along Vermont Avenue, and **780** **771** square feet along Prospect Avenue shall be constructed with transparent building materials.
 25. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 26. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 27. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 28. **Pavement.** The plans shall be revised to illustrate the use of paving materials (such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers) in front of both the residential entrance and the grocery store entrance.
 29. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide $\frac{3}{4}$ -foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.
 30. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to

acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.

31. **Hours of Operation.** All trash collection and deliveries and other similar parking maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
32. **Noise.** The project is permitted to comply with the interior noise study ('Exhibit B') produced by acoustical engineers, Veneklasen Associates, dated March 29, 2022, as an alternative means of sound insulation sufficient to reduce interior noise levels below 45 dBA in any habitable room having a line of sight to a public street or alley. In accordance with the acoustical study, the following materials will be utilized within the project:
 - Zone A
 - Windows and glass doors with minimum STC ratings of 37
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone B
 - Windows and glass doors with minimum STC ratings of 33
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
 - Zone C
 - Windows and glass doors with minimum STC ratings of 30
 - Residential mechanical ventilation, or other means of natural ventilation, shall be provided, however, the ventilation shall not compromise the exterior façade acoustical performance.
33. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

34. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
35. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
36. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

37. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
38. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
40. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
41. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
42. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial

deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

Commercial Vehicle Parking. Section **9.E.3** of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project proposes **20,240** square feet of commercial floor area, thereby allowing a maximum of **41** commercial parking spaces. The project is not requesting a reduction in commercial parking. The project is proposing **41** commercial parking spaces, which does not exceed the original maximum SNAP requirement of **41** commercial spaces allowed. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and the commercial parking spaces cannot be in addition to guest parking spaces. Moreover, if more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum **41** spaces allowed per the SNAP.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of two (2) commercial structures and the construction, use and maintenance of a seven-story, 139-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. If the street vacation is approved, the site would have 135'-5" of frontage along Hollywood Boulevard, 138'-10" of frontage along Vermont Avenue, and 150 feet of frontage along Prospect Avenue. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project proposes no yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

REVISED Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level will be improved with a landscape buffer along Vermont Avenue, a landscaped courtyard at the Hollywood Boulevard and Vermont Avenue intersection, and another landscaped courtyard at the Vermont Avenue and Prospect Avenue. Additionally, on

the second floor of the building, there is a pool deck on the western side of the building and an outdoor courtyard on the eastern side of the building. The landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed. Additionally, an Irrigation Plan has been provided, and therefore, as proposed and conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. Common open space was provided in the form of one gym on the **second** floor, two courtyards on the second floor, a club room on the second floor, and a recreation room ('Sky Lounge') on the seventh floor. Each of these common open space areas are at least 600 square-feet in area and have dimensions of 20 feet or greater. Private open space was provided in the form of **78** private balconies with a minimum dimension of at least six feet. Therefore, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135'-5"), Vermont Avenue (frontage length of 138'-10"), and Prospect Avenue (frontage length of 150'). According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. As such, the following standards would apply to Hollywood Boulevard and Vermont Avenue but not to Prospect Avenue.
- a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. As such, the project is required to provide five (5) street trees along Hollywood Boulevard and five (5) street trees along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
- b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project is conditioned to ensure tree well covers are provided for all new trees. Therefore, as conditioned, the project complies with this Development Standard.
- c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, thus, requiring three (3) bike racks along the public right-of-way along Hollywood Boulevard and three (3) bike racks along the public right-of-way along Vermont Avenue. The project has been

conditioned to provide six (6) bike racks – three (3) along Hollywood Boulevard and three (3) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.

- d) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue, both of which are Secondary Highways. As such, the project has been conditioned to provide two (2) trash receptacles in the public right-of-way, one (1) along Hollywood Boulevard and one (1) along Vermont Avenue. Therefore, as conditioned, the project complies with this Development Standard.
 - e) **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 136 feet of frontage along the easterly side of Hollywood Boulevard and approximately 139 feet of frontage along the easterly side of Vermont Avenue. Therefore, this Development Standard does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts along Hollywood Boulevard and Vermont Avenue. Therefore, the following Development Standards apply.
- a) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather within the ground floor level and within three subterranean levels of the proposed building. Therefore, this Development Standard does not apply.
 - b) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project is not a mid-block lot and is not requesting relief from providing surface parking in the rear of the site. The project is proposing parking within the existing structure and the access driveway will be located along Prospect Avenue, at the rear of the site. Therefore, this Development Standard does not apply.
 - c) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The site consists of three contiguous parcels along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. According to the Mobility Plan 2035, Hollywood Boulevard is designated as an Avenue I (Secondary Highway), Vermont Avenue is designated as an Avenue II (Secondary Highway), and Prospect Avenue is designated as a Local Street. No driveways are proposed along Hollywood Boulevard or Vermont Avenue, and as such, there will be no curb cuts along either Secondary Highway. Therefore, this Development Standard does not apply.

- d) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As illustrated in on “Exhibit A” the project proposes a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, the project complies with this Development Standard.
- e) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings, or at the corner if in a corner building. The project has frontage along Hollywood Boulevard, Vermont Avenue, and Prospect Avenue. As such, the project has been designed with this Development Standard in mind and has included a corner entrance at the Hollywood Boulevard and Vermont Avenue intersection for the grocery store use, and has provided a corner entrance at the Vermont Avenue and Prospect Avenue intersection for the residential lobby. Therefore, as proposed, the project complies with this Development Standard.
- f) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The site consists of three contiguous parcels along Hollywood Boulevard (frontage length of 135’-5”), Vermont Avenue (frontage length of 138’-10”), and Prospect Avenue (frontage length of 150’). Therefore, this Development Standard does not apply.
- g) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **REVISED Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Hollywood Boulevard, which is classified as an Avenue I (Secondary Highway) and has a side yard property line along Vermont Boulevard, which is classified as an Avenue II (Secondary Highway). Therefore, the first stepback requirement applies to the frontage along Hollywood Boulevard and the second stepback requirement applies to both frontages along Hollywood Boulevard and Vermont Avenue.

The applicant is requesting an increase of 11 feet in height to the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line and an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Hollywood Boulevard and Vermont Avenue, and have the second-floor set back 10 feet from the first-floor. In exchange for setting aside seven (7) percent, or six (6) units, of the base 77 units for Extremely Low Income Households, the project would be permitted to have a height of 41 feet within 15 feet of the front property line along Hollywood Boulevard, and to have the secondary 10-foot stepback apply to the third-floor façade along Hollywood Boulevard and Vermont Avenue. As seen on Sheet **A-5.4 and Sheet A-5.6** of "Exhibit A", the project satisfies Stepback No. 1 and No. 2. Therefore, as conditioned in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

- b) **REVISED Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. The subject site currently has a southern elevation along Hollywood Boulevard, a western elevation along Vermont Avenue, and a north elevation along Prospect Avenue, and no surface parking is proposed for the project. The project must provide a minimum transparency of **761** square-feet along Hollywood Boulevard, **822** square-feet along Vermont Avenue, and **780-771** square-feet along Prospect Avenue. As Illustrated on Sheets **A-4.0.2, A-4.1.1, and A-4.2.1** of "Exhibit A", the project will provide **792** square-feet of transparency along Hollywood Boulevard, **880** square-feet of transparency along Vermont Avenue, and **774-780** square-feet of transparency along Prospect Avenue. Therefore, the project complies with this Development Standard.

- c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.