DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 26, 2026
Time: After 8:30 a.m.
Place: Van Nuys City Hall, Council Chamber, 2nd Floor
1441 Sylvan Street
Van Nuys, CA 91401

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Public Hearing: December 16, 2025
Appeal Status: Density Bonus off-menu incentives and waivers are not further appealable.
Expiration Date: March 2, 2026
Multiple Approval: No

Case No.: CPC-2025-1087-DB-VHCA
CEQA No.: ENV-2025-1088-HES
Incidental Case: N/A
Council No.: 10 – Hutt
Plan Area: Wilshire
Specific Plan: None
Certified NC: Olympic Park
General Plan Land Use Designation: Neighborhood Office Commercial
Zone: C4-1-O

Applicant: 4201 Pico Investment, LLC
Representative: Jonathan Yang, Irvine & Associates

PROJECT LOCATION: **4201-4221 West Pico Boulevard; 1261 South Crenshaw Boulevard**

PROPOSED PROJECT: The project involves the construction of a mixed-use residential and commercial development with 220 residential units that include 35 restricted affordable units (18 Very Low Income and 17 Moderate Income affordable units) and approximately 12,496 square feet of ground-floor commercial space for a total floor area of 167,900 square feet, resulting in a Floor Area Ratio (FAR) of 3.86:1. The project would rise to eight stories and a maximum building height of 96 feet and 4 inches. The project would provide 174 vehicular parking spaces (145 residential stalls and 29 commercial parking stalls) within three levels of podium parking. The project would also provide 162 bicycle parking spaces which include 140 long-term spaces and 22 short-term spaces. The project would provide 15,800 square feet of open space within indoor recreation rooms, private balconies, an outdoor patio, and an interior courtyard on the fourth floor.

REQUESTED ACTIONS:

1. The Proposed Project is within the scope of the program approved in the 2021-2029 Housing Element, and the 2021-2029 Housing Element Environmental Impact Report No. ENV-20206762-EIR; SCH No. 2021010130 (EIR), certified on November 24, 2021, adequately describes the activity for the purposes of CEQA;

2. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 220 units, of which 35 units will be set aside as restricted affordable units (18 units for Very Low Income Households and 17 units for Moderate Income Households), along with the following Off-Menu Incentives and Waiver of Development Standards:

a. An Off-menu incentive to allow an increase in the Floor Area Ratio (FAR) to 3.86:1 in lieu of the otherwise allowable 1.5:1 FAR in the C4-1-O Zone;

b. An Off-menu incentive to allow a 31.4 percent reduction in required open space to allow 15,800 square feet in lieu of the otherwise required 23,025 square feet;

c. An Off-menu incentive to allow a side yard setback of zero feet in lieu of the 11 feet otherwise required abutting Victoria Avenue;

d. An Off-menu incentive to allow relief from Transitional Height requirements; and

e. A waiver of development standards to allow a 30.9 percent reduction in the amount of required planted trees to allow 38 trees in lieu of the 55 trees otherwise required.

RECOMMENDED ACTIONS:

1. **Determine** in the independent judgment of the decisionmaker, pursuant to CEQA Guidelines Section 15168(c), based on the whole of the administrative record, including the Housing Element Checklist, and all its appendices, prepared for this Proposed Housing Project, the Proposed Housing Project is within the scope of the program approved with the 2021-2029 Housing Element for which the 2021-2029 Housing Element Environmental Impact Report No. ENV-2020-6762-EIR; SCH No. 2021010130 (EIR), was certified on November 24, 2021, and Addendum No. ENV-2020-6762-EIR-ADD1 was adopted on June 14, 2022 and the Addendum No. ENV-2020-6762-EIR-ADD2 was adopted on December 10, 2024, the Proposed Housing Development project was adequately described in the EIR, and the impacts of the Proposed Housing Project are within the scope of the EIR and the Addendum; and **adopt** the Mitigation Monitoring Program (MMP) for the Proposed Housing Project;

2. **Approve** a Density Bonus for a housing development project consisting of 220 dwelling units, of which 35 units will be set aside as restricted affordable units (18 units for Very Low Income Households and 17 units for Moderate Income Households, and requesting the following Off-Menu Incentives and Waiver of Development Standards:

   a. An Off-menu incentive to allow an increase in the Floor Area Ratio (FAR) to 3.86:1 in lieu of the otherwise allowable 1.5:1 in the C4-1-O Zone;

   b. An Off-menu incentive to allow a 31.4 percent reduction in required open space to allow 15,800 square feet in lieu of the otherwise required 23,025 square feet;

   c. An Off-menu incentive to allow a side yard setback of zero feet in lieu of the 11 feet otherwise required abutting Victoria Avenue;

   d. An Off-menu incentive to allow relief from Transitional Height requirements; and

   e. A waiver of development standards to allow a 30.9 percent reduction in the amount of required planted trees to allow 38 trees in lieu of the 55 trees otherwise required;

3. **Adopt** the attached Conditions of Approval; and

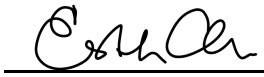
4. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP

Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
City Planner

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

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PROJECT ANALYSIS

PROJECT SUMMARY

The project involves the construction of a mixed-use residential and commercial development containing 220 residential units that include 35 restricted affordable units (18 Very Low Income and 17 Moderate Income affordable units) and approximately 12,496 square feet of ground-floor commercial space for a total floor area of 167,900 square feet, resulting in a Floor Area Ratio (FAR) of 3.86:1. The project would rise to eight stories and a maximum building height of 96 feet and 4 inches. The project would provide 174 vehicular parking spaces (145 residential stalls and 29 commercial parking stalls) within three levels of above-grade podium parking. The project would also provide 162 bicycle parking spaces which include 140 long-term spaces and 22 short-term spaces. The project would provide 15,800 square feet of open space within indoor recreation rooms, private balconies, an outdoor patio, and an interior courtyard on the fourth floor.

The project site is currently improved with one single-family home, one industrial warehouse, and two commercial buildings along with associated surface parking areas, all of which would be demolished as part of the project. The proposed development, as depicted in **Figure 1** below, would contain 220 total units consisting of 16 studio units, 165 one-bedroom units, 38 two-bedroom units, and 1 three-bedroom unit.



Figure 1. *Rendering of the proposed development along Pico Boulevard near Crenshaw Boulevard.*

The proposed project would include 12,496 square feet of ground-floor commercial floor area that will be partitioned into a maximum of seven tenant spaces which would fully wrap the ground-floor parking areas and provide active ground-floor shopfronts along Pico Boulevard as well as the corners along Crenshaw Boulevard and Victoria Avenue. Additional ground-floor uses include residential lobbies (one located on Victoria Avenue and another on Crenshaw Boulevard), recreation rooms, a leasing office, and short-term bicycle parking spaces within the public right-of-way on Victoria Avenue.

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. However, Assembly Bill (AB) 2097 specifies that jurisdictions may not impose any minimum vehicle parking requirements

for certain development projects in certain areas, based on proximity to transit. The project is located within an ½ mile of a major transit stop and therefore qualifies for AB 2097 and is not subject to minimum vehicle parking requirements. Nonetheless, the project includes 174 total vehicle parking spaces, including 145 residential parking stalls and 29 commercial parking stalls. Vehicular access to the on-site parking spaces would be accessed off a two-way driveway located along Victoria Avenue. The first level of covered parking would consist of the commercial parking stalls while the residential parking stalls would be located on the 2nd and 3rd floors. Additionally, a 485 square-foot loading zone would be accessible from the abutting alley.

The project would provide a total of 15,800 square feet of open space which includes a 401 square-foot patio on the first floor and a 9,299 square-foot interior courtyard on the fourth floor that is open to the sky. The remaining open space includes private balconies and indoor recreation rooms which are located on the first, second, and fourth floors. Within these open space areas, the entire 401-square-foot patio on the first floor would be landscaped and 2,404 square feet of the fourth-floor courtyard would be landscaped area. There are no existing on-site trees and seven (7) existing street trees on the adjacent public rights-of-way. At least one (1) street tree would require removal and would be replaced subject to requirements by Urban Forestry. A total of 38 new trees would be planted on-site.

PROJECT BACKGROUND

Project Site

The project site consists of 6 contiguous lots encompassing a total surface area of approximately 43,448 square feet, or 1 acre. The subject property is irregularly shaped, as shown below in **Figure 2**, and is bounded by Victoria Avenue to the west, Pico Boulevard to the south, and Crenshaw Boulevard to the east, with a partial alley to the rear which terminates mid-block. The project site has approximately 142 feet of street frontage along the easterly side of Victoria Avenue, 165 feet of frontage along the westerly side of Crenshaw Boulevard, and 255 feet of frontage along the northerly side of Pico Boulevard.



Figure 2. *Outline of project site boundaries (in yellow) with frontage along Victoria Avenue, Pico Boulevard, and Crenshaw Boulevard..*

General Plan Land Use Designation and Zoning

The project site is located in the Wilshire Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The Wilshire Community Plan designates the subject property for Neighborhood Office Commercial land uses with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3, and RAS4. The project site is zoned C4-1-O and is thus consistent with the existing land use designation. The site is within a Transit Priority Area (ZI-2452), Mid City Recovery Redevelopment Project Area (ZI-2488), Housing Element Site (ZI-2512), and Prior Housing Element Site – Ministerial Approval (ZI-2535). The site is not located within any Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

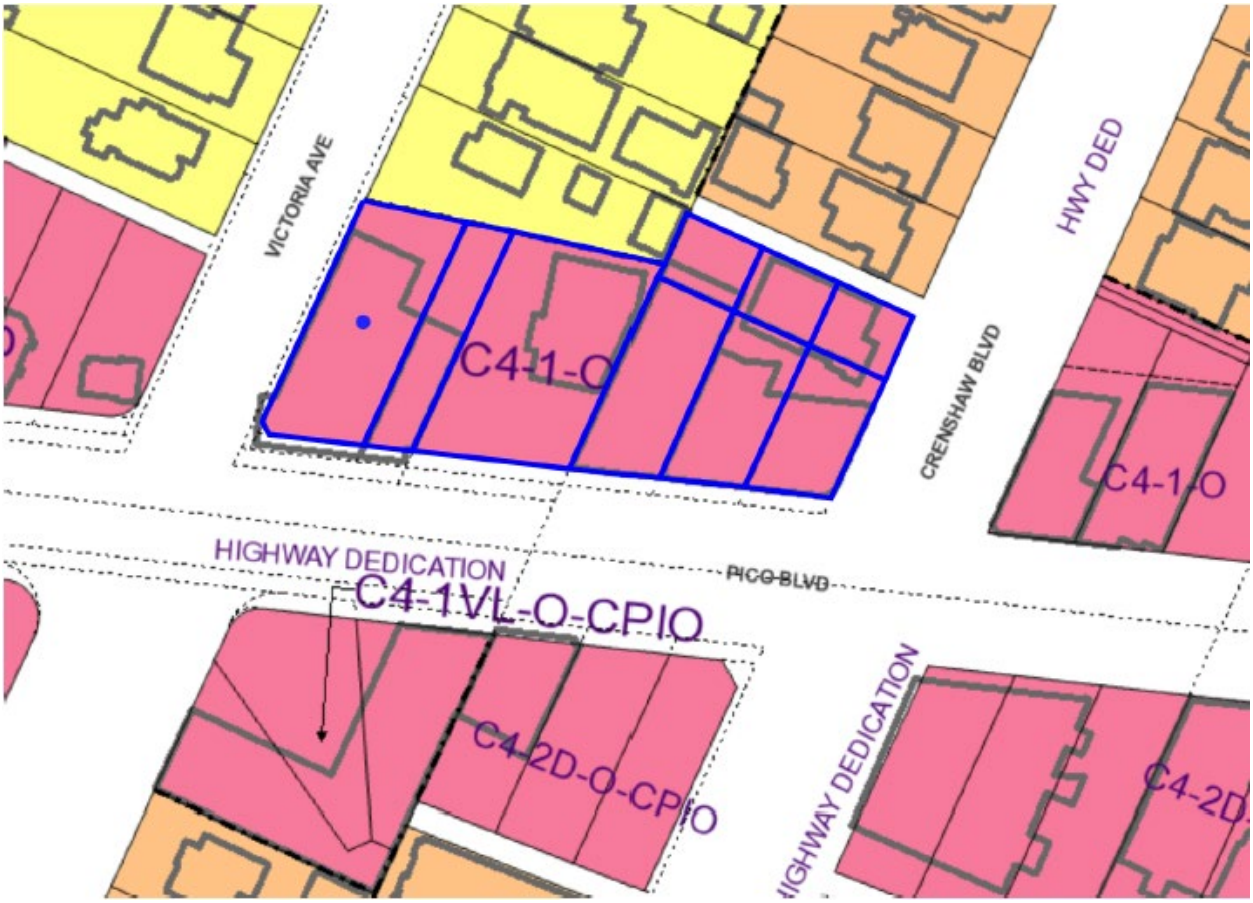


Figure 3. *View of the project site (parcels outlined in blue) along with its C4 Zoning and Neighborhood Office Commercial land use designation, as seen on ZIMAS.*

Surrounding Properties

The project site is located in a substantially urbanized and developed area surrounded primarily by commercial, single-family, and multi-family residential uses. Properties to the north (directly abutting and across the alley) are zoned R1-1-O-HPOZ and R3-1-O and are developed with single-family residential homes. Properties to the south, across Pico Boulevard, are zoned C4-1VL-O-CPIO and are developed with a five-story apartment building and commercial structures including a convenience store, restaurant, laundromat, dry cleaners, liquor store, and ice cream store. Properties to the west, across Victoria Avenue, are zoned C4-1-O and are developed with commercial structures including a dentist office and floral/party rental store. Properties to the east are zoned C4-1-O and are developed with commercial structures including a bail bonds office, restaurant, and café.

Streets and Circulation

Pico Boulevard, adjoining the subject property to the south, is a designated Avenue I, dedicated to a right-of-way width of 100 feet and improved with concrete curb, gutter, and sidewalk.

Victoria Avenue, adjoining the subject property to the west, is a designated Local Street – Standard, dedicated to a right-of-way width of 60 feet and improved with concrete curb, gutter, and sidewalk.

Crenshaw Boulevard, adjoining the subject property to the east, is a designated Avenue II, dedicated to a right-of-way width of 90 feet and improved with concrete curb, gutter, and sidewalk.

An Alley, adjoining the subject property to the north, is dedicated to a right-of-way width of 12 feet and improved with asphalt paving.

Relevant Cases

Subject Property

There were no relevant cases identified on the subject property.

Surrounding Properties

The following relevant cases were identified to be within 1,000 feet of the project site:

Case No. CPC-2019-2946-CU-DB-SIP – On August 13, 2019, the City Planning Commission approved a five-story, 66-foot-tall mixed-use building comprised of 54 dwelling units that are 100 percent affordable and 2,500 square feet of at-grade commercial office space. The project included was a qualified Streamlined Infill Project (SIP) pursuant to Senate Bill (SB) 35 (California Government Code Section 65913.4). The project is located at 4200-4209 West Pico Boulevard and 1313 South Crenshaw Boulevard and located within the C4-2D-O-CPIO Zone.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned C4-1-O, which limits density to one dwelling unit per 400 square feet of lot area. The subject property has a gross lot area of 43,448 square feet and, as such, the permitted base density on the subject property is 111 units.[1] In exchange for setting aside 18 units for Very Low Income household occupancy, or at least 15 percent of the base density, and 17 units for Moderate Income household occupancy, or at least 15 percent of the base density, the

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

applicant is entitled to a maximum 100 percent Density Bonus, pursuant to Assembly Bill (AB) 1287, thus allowing for the 220 proposed dwelling units.

Automobile Parking

Assembly Bill (AB) 2097, which became effective on January 1, 2023, prohibits public agencies from imposing minimum vehicle parking requirements on most residential, commercial, and other development projects within one-half mile of a Major Transit Stop, as defined in Public Resources Code Section 21155. As a qualified project, the applicant does not have any minimum parking requirements but may choose to provide automobile parking spaces. In this case, the applicant is electing to provide 174 parking spaces within three levels of above-grade podium parking.

Incentives

Pursuant to the LAMC and California Government Code Section 65915, the applicant is entitled to four incentives in exchange for reserving a minimum of 16 percent of the base density for Very Low Income households. The proposed project will set aside 18 units, which is equal to approximately 16 percent of the base number of units, for Very Low Income households. Accordingly, Staff has recommended that the project be granted four incentives as follows:

a. **Increased Floor Area Ratio** – The subject property is zoned C4-1-O. The property's commercial zoning and designation of Height District No. 1 permit a maximum FAR or 1.5 to 1, equal to a maximum of 65,172 square feet of total building area. The Applicant requests that an Off-menu incentive be granted to allow a maximum FAR of 3.86 to 1 to allow for the project which proposes a total of 167,900 square feet of floor area.

b. **Reduced Open Space** – Based upon the project's proposed 200 dwelling units, within which there are 16 studio units, 165 one-bedroom units, 38 two-bedroom units, and 1 three-bedroom unit, a total of 23,025 square feet of open space would be required per LAMC Section 12.21 G.2. In order to develop the proposed housing development, including its 35 units reserved for affordable housing, the Applicant requests an Off-menu incentive to permit a 31.4 percent reduction in the required amount of open space which would result in 15,800 square feet of open space. The project proposes to provide 15,800 square feet of open space to comply with this incentive and development standard.

c. **Reduced Side Yard Setback** – The subject property's C4-1-O zoning permits a minimum side yard setback of 11 feet for residential uses abutting an R1-zoned lot. While there is no minimum setback required for all other yards, the Applicant requests an Off-menu incentive to allow a zero-foot minimum setback for the proposed project's side yard along Victoria Avenue.

d. **Transitional Height** – The subject property's C4-1-O zoning abuts properties zoned R1-1-O-HPOZ which subjects the project to transitional height requirements. Pursuant to LAMC Section 12.21.1 A.10, portions of buildings within C or M zones within certain distances of RW1 or more restrictive zones are restricted to either 25 feet, 33 feet, or 61 feet in building height. In order to develop the proposed project, including its 35 units reserved for affordable housing, the Applicant requests an Off-menu incentive to provide relief from these requirements.

Housing Replacement

Pursuant to Government Code Section 65915(c)(3) and State Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance

with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application for a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form or rent or price control; or occupied by Low or Very Low Income households. On May 7, 2025, the Los Angeles Housing Department (LAHD) determined that 1 unit is subject to replacement pursuant to the requirements of SB 8. The Affordable Protected Unit is a three-bedroom unit, which will be replaced with a comparable affordable unit with the same number of bedrooms.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on December 16, 2025 at 1:00 p.m. A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on May 6, 2025. The resulting comments and suggestions, detailed in the following section, Issues and Considerations, focus primarily on pedestrian-friendly design and usable open space.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with PVP, at the public hearing held on December 16, 2025, or in discussions with the applicant.

Comments raised by members of the PVP were primarily focused on the pedestrian friendliness of both the project's exterior design and interior arrangement of open space. The PVP noted that the residential lobby spaces provided were relatively small and difficult to identify due to the lack of prominent entry ways. The PVP had minor concerns over the proximity of the adjacent R1-zoned property and major concerns over the underutilized interior courtyard. While the PVP understood that there were constraints to the design of the courtyard due to the required transformer and other infrastructure, the PVP strongly suggested that a project of this scale should locate these utilities within an underground vault.

In response to these comments, the Applicant team revised the project's facades to include a special canopy over each lobby entrance to give them prominence but ultimately was unable to redesign the interior spaces of the project due to LADWP utility constraints. The Applicant team agreed that an underground vault would be preferred; however, the large scale of the project would necessitate a 34.5kV circuit along with an on-site switch pole or pad which would not comply with an underground vault. The Applicant team explored locating LADWP equipment within the rear alley but were unable to due to new staging area clearance requirements that recently came into effect. While the Applicant team concurs with the design aspirations of the PVP to enhance and expand open space areas, these goals had to be balanced with the desire to keep as much retail and residential street frontage along Pico Boulevard and Crenshaw Boulevard, along with the various physical constraints due to utility requirements. The Applicant team noted that the view of the transformer and some of the more pinched areas, including the reduced side yard setback abutting the single-family residence and the interior courtyard, would be softened with thoughtful landscaping and planting, including green walls.

Concerns raised by members of the public who attended the public hearing or submitted written comments were related to overall density, height, traffic, public services, construction impacts, and general nuisances, such as noise, odors, and trash. Many of the concerned residents noted that the single-family residential neighborhood is a designated Historical Preservation Overlay Zone (HPOZ) and thus extra attention should be given to the project's design.

Due to the project site's C4-1-O zoning, the proposed project's height and density are permitted under the State Density Bonus law. The subject property is not only zoned for multi-family and commercial uses but also designated under the General Plan for General Commercial and Neighborhood Office Commercial land uses. The subject property is also situated in an ideal location for a denser mixed-use development along the intersection of two major commercial corridors, Pico Boulevard and Crenshaw Boulevard. While the project is not required to provide any vehicular parking pursuant to AB 2097, the Applicant will be voluntarily providing 174 vehicular parking spaces. Some of the concerns by the neighbors, including trash services/pick-up and "cut through" traffic along Victoria Avenue, are not within the purview of Planning, as trash services are standardized across the City and Victoria Avenue is a public street. Concerns related to environmental impacts, including construction impacts, noise, odors, utilities, traffic, and potential historic impacts, have been analyzed as part of the project's required CEQA compliance. In this case, the project is proposing a Mitigation Monitoring Program as part of its compliance with the Housing Element Checklist, under Case No. ENV-2025-1088-HES. Therefore, the project will be conditioned to comply with all applicable mitigation measures and will be required to comply with the building code, fire code, and all applicable regulatory compliance measures prior to issuance of any building permits.

PROJECT SUSTAINABILITY FEATURES

As shown in the attached plans (Exhibit A), the project will provide the required number of Electric Vehicle (EV) parking per the Building Code (30 percent would be EV capable and 10 percent would be EV ready). The entire roof would be solar ready, pending coordination with the necessary equipment. project plans also include areas carved out on the roof for solar panels as required by the Green Code as well as areas for mechanical units. The project features open space areas including passive open space areas which will be extensively landscaped and include 32 new on-site trees (and 6 new street trees) as indicated on the project's landscape plans.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the whole of the administrative record, that the project will not result in any significant impacts upon adoption of the project's Housing Element Checklist and associated Mitigation Monitoring Program. Staff also recommends that the City Planning Commission approve the Density Bonus with staff's recommended incentives and waiver of development standards.

CONDITIONS OF APPROVAL

Pursuant to Section 12.22-A,25 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density.** The project shall be limited to a maximum density of 200 dwelling units, inclusive of restricted affordable units.

3. **Affordable Units.**

    a. A minimum of 35 dwelling units, of which 18 units are reserved for Very Low Income Households and 17 units are reserved for Moderate Income Households, shall be designated as Restricted Affordable Units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

    b. **Changes in 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.25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 16 percent of the site's base density (18 units) available to Very Low Income Households and 15 percent of the site's base density (17 units) available for Moderate Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination, dated May 7, 2025. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall 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 HCIDLA.

5. **Incentives.**

    a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 3.86 to 1 shall be permitted in lieu of the 1.5 to 1 otherwise permitted by the C4-1-O Zone.

    b. **Open Space.** The project shall be permitted a maximum 31.4 percent reduction in the amount of required open space to provide 15,800 square feet in lieu of the 23,025 square feet otherwise required.

    c. **Side Yard Setback.** The project shall be permitted a side yard setback (abutting Victoria Avenue) of zero feet in lieu of the 11 feet otherwise required.

d. **Transitional Height.** The project shall be permitted relief from Transitional Height requirements.

6. **Waiver of Development Standards.**

a. **Tree Planting.** The project shall be permitted a 30.9 percent reduction in the amount of tree planting required to provide 38 trees in lieu of the 55 trees otherwise required.

7. **Parking.**

a. **Automobile Parking.** Pursuant to California Government Code Section 65915(p)(3) and AB 2097, the project shall not be required to provide any minimum vehicle parking. The applicant may choose to provide a greater amount of vehicle parking.

b. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.

c. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article9, Chapter IX of the LAMC.

8. **Circulation.** The applicant shall submit a parking area and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

9. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

10. **Solar Energy Infrastructure.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

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

12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

13. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides.

14. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC

Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Environmental Conditions

15. The Mitigation Monitoring and Reporting Program (MMRP) included in the Housing Element Streamlining Checklist (Case No. ENV-2025-1088-HES) has been incorporated into this project and shall be enforced through all phases of the project. The applicant shall be responsible for implementing each Mitigation Measure (MM), Substitute Mitigation Measure, and Implementing Mitigation Measure identified in the MMRP and shall be obligated to provide certification to the appropriate monitoring and enforcement agencies that each MM has been implemented.

Administrative Conditions

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

17. **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.

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

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

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

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

22. **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.

23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

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

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

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

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

Applicant shall do all of the following:

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

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus / Affordable Housing Incentives Compliance Findings

1. **Pursuant to Section 12.22-A,25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

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

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

   Based on the set-aside of 16 percent of the base density for Very Low Income households and 15 percent of the base density for Moderate Income households, the applicant is entitled to four incentives under both Government Code Section 65915 and the LAMC. Accordingly, the four (4) requests for increased floor area, reduced open space, reduced side yard setback, and transitional height relief are the proposed development incentives. The four requested incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

   Floor Area Ratio

   The subject property is zoned C4-1-O. The property's commercial zoning and designation of Height District No. 1 permit a maximum FAR or 1.5 to 1, equal to a maximum of 65,172 square feet of total building area. The Applicant requests that an Off-menu incentive be granted to allow a maximum FAR of 3.86 to 1 to allow for the project which proposes a total of 167,900 square feet of floor area.

   The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs. Furthermore, the incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This incentive supports the applicant's decision to set aside 35 dwelling units for Very Low Income and Moderate Income households for 55 years.

   Open Space

   Based upon the project's proposed 200 dwelling units, within which there are 16 studio units, 165 one-bedroom units, 38 two-bedroom units, and 1 three-bedroom unit, a total of

23,025 square feet of open space would be required per LAMC Section 12.21 G.2. In order to develop the proposed housing development, including its 35 units reserved for affordable housing, the Applicant requests an Off-menu incentive to permit a 31.4 percent reduction in the required amount of open space which would result in 15,800 square feet of open space. The project proposes to provide 15,800 square feet of open space to comply with this incentive and development standard.

As proposed, the reduced open space requirement will allow for the construction of affordable residential units. This incentive will allow the developer to utilize more floor area within the building envelope for the provision of affordable units, and the overall space dedicated to residential units is increased.

Side Yard Setback

The subject property's C4-1-O zoning permits a minimum side yard setback of 11 feet for residential uses abutting an R1-zoned lot. While there is no minimum setback required for all other yards, the Applicant requests an Off-menu incentive to allow a zero-foot minimum setback for the proposed project's side yard along Victoria Avenue.

The requested incentive for a reduced side yard setback along Victoria Avenue would allow for a larger building footprint and building envelope, thus allowing for more building area dedicated towards residential units while increasing design efficiency. Therefore, this requested incentive supports the provision of affordable housing units within the proposed project.

Transitional Height

The subject property's C4-1-O zoning abuts properties zoned R1-1-O-HPOZ which subjects the project to transitional height requirements. Pursuant to LAMC Section 12.21.1 A.10, portions of buildings within C or M zones within certain distances of RW1 or more restrictive zones are restricted to either 25 feet, 33 feet, or 61 feet in building height. In order to develop the proposed project, including its 35 units reserved for affordable housing, the Applicant requests an Off-menu incentive to provide relief from these requirements.

As proposed, the incentive will allow the proposed project to rise to eight stories, or 96 feet and 4 inches, in height. Pursuant to LAMC Section 12.09.1, the subject property's C4-1-O zoning does not have any height or stories limit. However, imposition of transitional height requirements would drastically reduce the overall floor area of the project, thereby reducing the project's total density. The granting of this proposed incentive would allow for a larger building envelope and greater design efficiencies which support the Applicant's decision to provide a project with 220 residential units, including 35 restricted affordable units.

b. **The incentives would 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 is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income 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 (Government Code Section 65915(d)(B) and 65589.5(d)).**

There is no substantial evidence in the record that any of the four proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. There is one designated historical resource adjacent to the Project Site, located at 1262 S. Victoria Avenue, which has a California Historical Resource designation of “designated contributor to a Historic Preservation Overlay Zone (HPOZ).” The proposed project would have no direct impact on this potential historic resource. 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 proposed project. The proposed project would have a less than significant impact on the potentially historical resources near the project site, as the proposed project would not result in a substantial adverse change to the immediate surroundings of the historical resource to the degree they would no longer be eligible for listing under national, state, or local landmark designation programs; thus, there would be any indirect impact either and the property at 1262 S. Victoria Avenue would continue to be eligible for listing as a historical resource defined by CEQA. The property is located within a Methane Zone which has been addressed in the project’s Mitigation Monitoring Program to ensure no significant impacts under CEQA would result. The project is not located on a substandard street in a Hillside area and is not located in a Flood Zone, Very High Fire Hazard Severity Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives, would have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. **The incentives are contrary to state or federal law.**

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

2. **Government Code Section 65915 and LAMC Section 12.22. A.25 state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds any of the following that:**

a. **The Waiver(s) will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. 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 waiver will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on

objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. There is one designated historical resource adjacent to the Project Site, located at 1262 S. Victoria Avenue, which has a California Historical Resource designation of "designated contributor to a Historic Preservation Overlay Zone (HPOZ)." The proposed project would have no direct impact on this potential historic resource. 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 proposed project. The proposed project would have a less than significant impact on the potentially historical resources near the project site, as the proposed project would not result in a substantial adverse change to the immediate surroundings of the historical resource to the degree they would no longer be eligible for listing under national, state, or local landmark designation programs; thus, there would be any indirect impact either and the property at 1262 S. Victoria Avenue would continue to be eligible for listing as a historical resource defined by CEQA. The property is located within a Methane Zone which has been addressed in the project's Mitigation Monitoring Program to ensure no significant impacts under CEQA would result. The project is not located on a substandard street in a Hillside area and is not located in a Flood Zone, Very High Fire Hazard Severity Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested waiver, would have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

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

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Tree Planting

Per LAMC Section 12.40, the proposed project would be required to provide a total of 55 trees on site. The Applicant requests a waiver of development standards to reduce this requirement by 30.9 percent, allowing for a total of 38 trees on-site instead. The waiver is necessary to allow the project to be developed at its proposed density and floor area, as the imposition of on-site tree plantings, including boxed planters and required soil depths, would result in removing a portion of the currently proposed building envelope and a corresponding reduction in residential floor area and dwelling units for the project.

As proposed, the granting of the waiver will allow for the development of the proposed project with the inclusion of affordable residential units at the proposed density as proposed by the Applicant and permitted under the four requested incentives (increased Floor Area Ratio, reduced open space, reduced side yard setback, and transitional height relief). As presented by the Applicant, without the requested tree planting reduction, the proposed density and number of residential units would be physically precluded, as there

would be significantly less floor area available to dedicate towards residential units within the building envelope.

c. **The Waivers are contrary to State/federal law.**

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

Environmental Findings

3. **Housing Element Streamlining Checklist.** The proposed project was found to be within the scope of the 2021-2029 Housing Element Environmental Impact Report (EIR), SCH No. 2021010130, ENV-2020-672-EIR, certified on November 24, 2021 (Housing Element EIR), the Addendum No. ENV-2020-6762-EIR-ADD1 was adopted on June 14, 2022 and the Addendum No. ENV-2020-6762-EIR-ADD2 was adopted on December 10, 2024 The proposed project, which includes the development of 420,327 housing units (cumulatively, 456,643), is within the scope of the 2021-2029 Housing Element as it will build out the City's regional housing needs assessment (RHNA). A CEQA Streamlining Checklist for a Project Within the Scope of the Housing Element Program EIR, ENV Case No. ENV-2025-1088-HES (HE Streamlining Checklist), was prepared for the proposed project, pursuant to CEQA Guidelines Section 15168(c). Section 15168(c) provides for limited environmental review of subsequent projects under a Program EIR, where the project is found to be an activity within the scope of the program for which the EIR was prepared, and the impacts of the project are within the scope of the impacts analyzed in the EIR. Council found that the Housing Element EIR analyzed the impacts of the build-out of the RHNA, which involves the development of housing citywide. The HE Streamlining Checklist was prepared by staff to determine whether the impacts of the proposed project are within the scope of the Housing Element EIR. The prepared HE Streamlining Checklist supports that the impacts of the proposed project are within the scope of the Housing Element EIR and that no significant environmental effects not examined in the Program EIR will occur from the proposed project. All required mitigation measures from the Housing Element EIR Mitigation Monitoring Program (MMP) will be imposed on the proposed project. An MMP for the proposed project has been prepared for adoption by the decisionmaker.

4. **Flood Insurance.** 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 in Zone X, areas of minimal flood hazard.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2025-1087-DB-VHCA was held virtually by the Hearing Officer on Tuesday, December 16, 2025, at 1:00 p.m. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decisionmaker of the case.

There were approximately 26 people in attendance, including five (5) members from the applicant's team and a representative from Council District 10. There were 12 additional written correspondences received outside of the public hearing which are included as Exhibit D. The Hearing Officer hearing is summarized below.

- The applicant's team introduced themselves as follows: Jonathan Yang as the project Representative; Tim Do and Erica Carvalho as the architects; Shane Parker as the environmental consultant; and Ron Hirsch as the traffic consultant. The applicant team made a presentation providing an overview of the proposed project. Pico Boulevard is an integral commercial corridor that also has ample transit options, making the project site ideal. The project is eligible for zero parking pursuant to AB 2097, but the applicant will still be providing 174 parking spaces. The project features active uses along the major street frontages and a pedestrian friendly design with vehicular access located in the rear, along Victoria Avenue. The central interior courtyard and building arrangement allow for ample light and air flow for all proposed residential units. After the applicant's presentation, the public comment period was opened.

- Molly Jackson stated that they heard a rumor about this development not getting the same treatment as another development near another HPOZ. They stated that there are inadequate parking spaces along Victoria Avenue as it is a small street.

- Mary Beth stated that they were not opposed to housing and understood State Density Bonus law but had traffic concerns over Victoria Avenue. They expressed the need to minimize traffic impacts so any kind of mitigation mechanism would be appreciated.

- Laura Meyers stated that they were not speaking on behalf of UNNC but rather on behalf of WAHA. They stated that there is an important HCM landmark with African American history immediately adjacent to the project site, so the setback waiver is not supported. They stated that the project needs more setbacks and landscape buffers to protect the integrity of the HCM and the Oxford HPOZ. They stated that the design feels walled off from the outside, which only benefits the new residents.

- Vanessa Trice Blais stated that they were trying to get a traffic consultant due to concerns over spillover street parking and difficulty getting in and out of the neighborhood due to Victoria Avenue being impacted. They asked what type of commercial businesses would go into the proposed retail spaces.

- Annie Lee stated that they had concerns over increased traffic, parking, and crime. They stated that the project has too many units and is too tall relative to the existing neighborhood.

- Rebecca Campbell stated that height is a concern due to shadows and the loss of property values. They stated that they also have concerns over setbacks, noise, and traffic safety on Victoria Avenue.

- Sarah Jackson stated that they have concerns over noise and quality of life. They stated that they have concerns over privacy and lighting, so they would like to see landscape buffers and fencing to protect privacy.

- Sally Boldt stated that they have concerns over traffic on Victoria Avenue. They stated that traffic signage is often ignored, so physical traffic mitigation measures would be desired to ensure safety.

- Lisa Jaime stated that loading and trash services would occur partially along Crenshaw and Victoria, so they would like trash pickup to be managed with specific conditions to minimize nuisance.

- Louise Batch stated concerns over construction impacts on health, requesting an environmental report for soil contamination especially due to a nearby site which had lead contamination. They asked about how soil is removed so that dust issues do not impact air quality during construction.

- Ben Newmark stated that there are frequent car break-ins for cars parking along Victoria and had safety concerns related to traffic and parking. They requested that the applicant add more tandem parking and add a voluntary condition, such as prohibiting left or right turns as needed.

- Tania Missad expressed concerns over traffic and impacts to the historic neighborhood. They stated that Pico will become a one-lane street in the near future which raises concerns over people cutting through Vicotria to avoid traffic. They requested restrictions for overnight guests who aren't residents to manage parking impacts.

- Nathaniel Silver stated that they have parking concerns along Victoria and Crenshaw and asked about how much time is given for a notice to vacate.

- Sebastian Hanson had concerns over height and shadows and asked about how much water would be used and how sustainable the project is.

- Tim stated that the other similar development near a HPOZ with specific design considerations is located along Crenshaw and Wilshire. They stated that the other project did not request waivers related to trees and setbacks even though it is close by.

- Todd Grossman expressed concerns over traffic as they are already dealing with fast drivers. They had concerns over general safety due to new residents along with concerns over height, shadows, and property values. They would like some kind of development on this corner, but something that fits.

- Murray Cohen had concerns over trash, odors, noise, and service activity along Victoria. They requested that all trash be fully enclosed within the building and that odor and noise controls be implemented near the HPOZ homes.

- Sook Won stated that cars travel down Victoria and hit Country Club Drive, causing the northbound street to become gridlocked. They expressed a desire to limit turning if possible and to direct access elsewhere.

- Ernie Lee stated that they would like to see physical measures to mitigate traffic. They said they liked investment into the corner lot, but many people cut through the small streets

to avoid the larger streets. They stated that LADOT uses paint and post-treatment for mitigation cut-through traffic. They also had concerns over emergency access.

- Mark D. stated that Windsor is the only access to the property and that the small streets are already too impacted. They requested a traffic study.

- Hakeem Parke-Davis and Allen Antonio, representatives from Council District 10, took time to provide comments at the end of public comment. They met with the developers very early on and requested the following: improved pedestrian friendliness; increased private and common open space for quality of life; reductions of the setback incentives due to proximity to the HPOZ; increased tree planting for biodiversity and a commitment to ensure they are maintained; and protection of existing street trees and possibly the addition of new street trees. They noted that the transitional height relief is controversial due to shade impacts and that the cut-through traffic along Victoria Avenue is a concern. They noted that they have not yet seen support from the local Neighborhood Councils and that they would like to meet with the community prior to the CPC meeting date.

- In response, the applicant team provided the following statements:

    - The applicant is voluntarily providing 174 non-required parking spaces and there is an 8-story public storage building across the street which has been existing for a long time.
    - Trash along Victoria will be fully enclosed in a trash room and will comply with all odor and noise regulations. The trash area has been intentionally located as close to Pico as possible, away from the residences. Each building will have their own trash and will function independently.
    - The applicant has a detailed traffic study for review by LADOT which addresses VMT and both CEQA and non-CEQA issues, such as project access and circulation, existing conditions, evaluation of cut-through traffic, and impacts on other streets including Country Club and the intersection of major streets. Traffic calming measures are identified in the report and LADOT will advise on whether those measures are needed. Trip reduction measures have been incorporated pursuant to the Transportation Demand Management ordinance.
    - The project has a worksite traffic control plan and construction management plan which requires approval before permit issuance.
    - Access is provided along Victoria as opposed to Pico because the Mobility Plan tries to minimize driveways located along major thoroughfares, especially high injury networks, which Pico is one of; therefore, two driveways along Pico will be closed. Crenshaw is not part of the high injury network, but the Crenshaw frontage is very narrow. The driveway is located as far away from Pico as possible, and the loading area will be on the existing alley off Crenshaw.
    - There are existing regulatory controls to address soil contamination and air quality and dust suppression, including AQMD regulations.
    - The project has a noise and vibration study to ensure there are no impacts on adjacent historic properties.
    - Landscaping is drought-tolerant and includes native species. The project is compliant with the Title 24 Energy Code and includes solar-ready roofing and low water/energy appliances.
    - Street trees are regulated by Urban Forestry; however, a tree report has been provided and a licensed landscape architect was consulted.
    - A photometric study is required during plan check to ensure there is adequate lighting that does not spill over into neighboring properties. Podium parking is well-shielded to mitigate headlights.

- Residential units have been stepped back 11 feet for privacy.
- A fire, life, and safety analysis has been conducted to ensure safe emergency access across all frontages.

EXHIBIT A

Plans

Site Plan, Floor Plans, Elevations, Landscape Plan, and Renderings



4201 PICO BLVD
PLANNING SUBMITTAL
10/01/2025

Asulon
Architecture & Design

ARCHITECT
AEBIM (DBA: ASULON ARCHITECTURE & DESIGN)
4010 WATSON PLAZA DRIVE, SUITE 252
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TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	10/15/2024	PLANNING SUBMITTAL
2	12/15/2024	PLANNING RESUBMITTAL
3	01/10/2025	PLANNING RESUBMITTAL
4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL
7	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

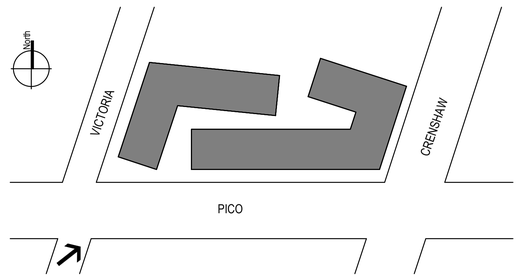
Sheet Name

COVER SHEET

G-0.0



STREET VIEW FROM PICO



Asulon

Architecture & Design

ARCHITECT
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LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	06/30/2025	PLANNING SUBMITTAL
2	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

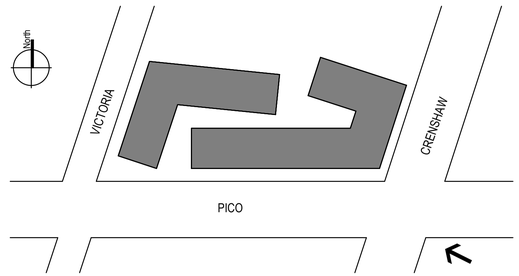
Sheet Name

RENDERINGS

G-0.0.0



STREET VIEW FROM PICO & CRENSHAW



Asulon
Architecture & Design

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TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
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Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	06/30/2025	PLANNING SUBMITTAL
2	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

RENDERINGS

G-0.0.1

ABBREVIATIONS & NOTATIONS

A	AB	ANCHOR BOLT
	AC	ACOUSTICAL TILE
	AD	AREA DRAIN
	AFF	ABOVE FINISH FLOOR
	ALT	ALTERNATE
	ALUM	ALUMINUM
	ARCH	ARCHITECTURAL
	AU	ASH URN
	AV	AUDIO VISUAL
B	BAS	BASE AS SCHEDULED
	BD	BOARD
	BLDG	BUILDING
	BLKG	BLOCKING
	BM	BEAM OR BENCHMARK
	BNG	BEARING
	BOD	BOTTOM OF DECK
	BOT	BOTTOM
	BR	BACKER ROD
	BRG	BRIDGING
	BUR	BUILT-UP ROOFING
	BW	BOTH WAYS
C	C	COURSE
	CAB	CABINET
	CEM	CEMENT OR CEMENTITIOUS
	CG	CORNER GUARD
	CIP	CAST-IN-PLACE
	CIR	CIRCLE
	CJ	CONTROL JOINT
	CLG	CEILING
	CM	CENTIMETER
	CMU	CONCRETE MASONRY UNIT
	COL	COLUMN
	CONC	CONCRETE
	CONST	CONSTRUCTION
	CONT	CONTINUOUS
	CORR	CORRIDOR
	CPT	CARPET
	CSK	COUNTERSINK OR COUNTERSUNK
	CT	CERAMIC TILE
D	D	DEPTH OR DEEP
	DBL	DOUBLE
	DEG	DEGREE
	DEMO	DEMOLITION
	DTL	DETAIL
	DF	DRINKING FOUNTAIN
	DIA	DIAMETER
	DIM	DIMENSION
	DN	DOWN
	DP	DAMPPROOFING
	DR	DOOR
	DS	DOWNSPOUT
	DTL	DETAIL
	DW	DISHWASHER
	DWG	DRAWING
	DWR	DRAWER
E	E	EAST
	EA	EACH
	EHB	ELECTRIC HAIR BLOWER
	EHD	ELECTRIC HAND DRYER
	EIFS	EXTERIOR INSULATING FINISH SYSTEM
	EJ	EXPANSION JOINT
	EL	ELEVATION (GRADE)
	ELEC	ELECTRICAL
	EQ	EQUAL
	EQ	EQUIPMENT
	ETS	EXPOSED TO STRUCTURE
	EW	EACH WAY
	EWC	ELECTRIC WATER COOLER
	EXP	EXPANSION OR EXPOSED
	EXIST	EXISTING
	EXT	EXTERIOR
	EXTD	EXTRUDED
F	FD	FLOOR DRAIN
	FE	FIRE EXTINGUISHER
	FEC	FIRE EXTINGUISHER CABINET
	FEX	FIRE EXTINGUISHER (NO CABINET)
	FFA	FURNITURE, FIXTURES & ACCESSORIES
	FFE	FURNITURE, FIXTURES & EQUIPMENT
	FF	FINISHED FLOOR
	FHC	FIRE HOSE CABINET
	FIN	FINISH
	FLR	FLOOR
	FLUOR	FLUORESCENT
	FP	FIREPROOFING
	FR	FIRE RETARDANT/ FIRE RESISTIVE
	FRP	FIBERGLASS REINFORCED POLYMER
	FT	FOOT/ FEET
	FTG	FOOTING
	FURN	FURNITURE
	FV	FIELD VERIFY
	FWC	FABRIC WALL COVERING
	FPHB	FREEZE-PROOF HOSE BIBB
G	GA	GAUGE
	GALV	GALVANIZED
	GB	GRAB BAR
	GFRC	GLASS FIBER REINFORCED CONCRETE
	GFRG	GLASS FIBER REINFORCED GYPSUM
	GL	GLASS
	GND	GROUND
	GR	GRADE
	GYP	GYPSUM
	GYP BD	GYPSUM BOARD
H	H	HIGH
	HB	HOSE BIBB
	HC	HOLLOW CORE
	HD	HOLD
	HBD	HARDBOARD
	HCTLT	HANDICAPPED ACCESSIBLE TOILET
	HDR	HEADER
	HDW	HARDWARE
	HDWD	HARDWOOD
	HM	HOLLOW METAL
	HOR	HORIZONTAL
	HPL	HIGH PRESSURE LAMINATE
	HR	HOUR
	HT	HEIGHT
	HVAC	HEATING, VENTILATION & AIR CONDITIONING
I	ID	INSIDE DIAMETER
	IN	INCH
	INCAN	INCANDESCENT
	INSUL	INSULATION
	INT	INTERIOR
J	JB	JUNCTION BOX
	JT	JOINT
K	KD	KNOCK DOWN
	KO	KNOCKOUT
L	L	LONG
	LAM	LAMINATED
	LAV	LAVATORY
	LB	LAG BOLT
	LF	LINEAR FOOT OR LINEAR FEET
	LLH	LONG LEG HORIZONTAL
	LLV	LONG LEG VERTICAL
	LT	LIGHT OR LIGHTING
E	E	EAST
	EA	EACH
	EHB	ELECTRIC HAIR BLOWER
	EHD	ELECTRIC HAND DRYER
	EIFS	EXTERIOR INSULATING FINISH SYSTEM
	EJ	EXPANSION JOINT
	EL	ELEVATION (GRADE)
	ELEC	ELECTRICAL
	EQ	EQUAL
	EQ	EQUIPMENT
	ETS	EXPOSED TO STRUCTURE
	EW	EACH WAY
	EWC	ELECTRIC WATER COOLER
	EXP	EXPANSION OR EXPOSED
	EXIST	EXISTING
	EXT	EXTERIOR
	EXTD	EXTRUDED
M	M	METER
	MACH	MACHINE
	MAS	MASONRY
	MAT'L	MATERIAL
	MAX	MAXIMUM
	MBH	MOP AND BROOM HOLDER
	MBR	MODIFIED BITUMEN ROOFING MEDICINE CABINET
	MECH	MECHANICAL
	MEMB	MEMBRANE
	MFR	MANUFACTURER
	MH	MANHOLE
	MIN	MINIMUM
	MIR-F	MIRROR-FRAMED EDGE
	MIR-G	MIRROR-GLASS EDGE
	MLD	MOULDING
	MM	MILLIMETER
	MO	MASONRY OPENING
	MS	MOP SINK
	MTD	MOUNTED
	MTG	MOUNTING
	MTL	METAL
N	N	NORTH
	NCOM	NONCOMBUSTIBLE
	NIC	NOT IN CONTRACT
	NOM	NOMINAL
	NPS	NOMINAL PIPE SIZE
	NTS	NOT TO SCALE
O	OC	ON CENTER
	OD	OUTSIDE DIAMETER
	OFCI	OWNER FURNISHED/ CONTRACTOR INSTALLED
	OFD	OVERFLOW DRAIN
	OFOI	OWNER FURNISHED/ OWNER INSTALLED
	OH	OPPOSITE HAND OR OVERHEAD
	OPG	OPENING
	OPP	OPPOSITE
	OPT	OPTION OR OPTIONAL
P	PC	PRECAST
	PCEM	PORTLAND CEMENT
	PA	PUBLIC ADDRESS SYSTEM
	PCF	POUNDS PER CUBIC FOOT
	PL	PLATE
	P.LAM	PLASTIC LAMINATE
	PLTR	LASTER
	PLBG	PLUMBING
	PLF	POUNDS PER LINEAR FOOT
	PMR	PROTECTED MEMBRANE ROOFING
	PNL	PANEL
	PNT	PAINT OR PAINTED
	POL	POLISHED
	PR	PAIR
	PSF	POUNDS PER SQUARE FOOT
	PSI	POUNDS PER SQUARE INCH
	PT	POINT
	PTD	PAPER TOWEL DISPENSER
	PTD/WR	PAPER TOWEL DISPENSER/ WASTE RECEPTACLE
	PTM	PATCH TO MATCH
	PTN	PARTITION
	PVC	POLYVINYL CHLORIDE
	PVMT	PAVEMENT
	PWD	PLYWOOD
Q	QT	QUARRY TILE
	QTR	QUARTER
	QTY	QUANTITY
R	R	RADIUS OR RISER
	RA	RETURN AIR
	RCP	REFLECTED CEILING PLAN
	RD	ROOF DRAIN
	RE	REFER OR REFERENCE
	REFL	REFLECTED
	REG	REGISTER
	REINF	REINFORCEMENT
	REQ	REQUIRED
	RES	RESILIENT
	REV	REVERSE
	RH	ROBE HOOK
	RM	ROOM
	RO	ROUGH OPENING
	ROW	RIGHT-OF-WAY
	RSF	RESILIENT SHEET FLOORING
S	S	SOUTH
	SA	SUPPLY AIR
	SAN	SANITARY
	SB	SPLASH BLOCK
	SC	SOLID CORE OR SHOWER CURTAIN
	SCHED	SCHEDULE OR SCHEDULED
	SD	SOAP DISPENSER
	SECT	SECTION
	SF	SQUARE FOOT OR SQUARE FEET
	SFP	SPRAYED FIREPROOFING
	SH	SPRINKLER HEAD
	SHT	SHEET
	SHTG	SHEATHING
	SIM	SIMILAR
	SKLT	SKYLIGHT
	SND	SANITARY NAPKIN DISPOSAL
	SNV	SANITARY NAPKIN VENDOR
	SP	STANDPIPE
	SPEC	SPECIFIED OR SPECIFICATIONS
	SPR	SINGLE PLY ROOFING
	SQ	SQUARE
	SR	SHOWER ROD
	SR/SC	SHOWER ROD/ SHOWER CURTAIN
	SS	STAINLESS STEEL
	ST	SOAP TRAY
	STA	STATION
	STC	SOUND TRANSMISSION CLASS
	STD	STANDARD
	STL	STEEL
	STOR	STORAGE
	STRU	STRUCTURE OR STRUCTURAL
	SUSP	SUSPENDED OR SUSPENSION
	SYM	SYMBOL
	SYN	SYNTHETIC
	SYS	SYSTEM
T	T	TREAD OR TOP
	TB	TOWEL BAR
	TBL	TOP OF BRICK LEDGE
	T&B	TOP AND BOTTOM
	TC	TOP OF CURB
	TD	TRENCH DRAIN
	TEL	TELEPHONE
	TERR	TERRAZZO
	T&G	TONGUE & GROOVE
	THK	THICK OR THICKNESS
	THRU	THROUGH
	TLT	TOILET
	TOC	TOP OF CONCRETE
	TOD	TOP OF DECK
	TOF	TOP OF FOOTING
	TOI	TOP OF INSULATION
	TOJ	TOP OF JOIST
	TOL	TOLERANCE
	TOP	TOP OF PARAPET
	TOS	TOP OF STEEL
	TOW	TOP OF WALL
	TPH	TOILET PAPER HOLDER
	TR	TELEPHONE RECEPTACLE
	TS	TOP OF SLAB
	TELE	TELEPHONE
	TTB	TERMINAL BOARD
	TV	TELEVISION
	TYP	TYPICAL
U	UCL	UNDER CABINET LIGHT
	ULAY	UNDERLAYMENT
	UNO	UNLESS NOTED OTHERWISE
	UR	URINAL
V	VB	VAPOR BARRIER
	VCT	VINYL COMPOSITION TILE
	VERT	VERTICAL
	VP	VENT PIPE
	VS	VENT SHAFT
	VT	VINYL TILE
	VWC	VINYL WALLCOVERING
W	W	WEST OR WIDE OR WIDTH
	W/	WITH
	WB	WIND BRACE OR BRACING
	WC	WATER CLOSET
	WCOT	WAINSCOT
	WD	WOOD
	WDO	WINDOW
	WH	WEEPHOLE
	WO	WINDOW OPENING
	W/O	WITHOUT
	WP	WATERPROOFING
	WR	WASTE RECEPTACLE
	WR	WATER RESISTIVE OR RESISTANT
	WS	WEATHERSTRIPPING
	WT	WEIGHT
	WWF	WELDED WIRE FABRIC
Y	YD	YARD

=	EQUAL	&	AND
±	PLUS OR MINUS	L	ANGLE (RIGHT)
#	POUND OR NUMBER	∠	ANGLE (ACUTE)
x	TIMES	@	AT
	DEGREES	CL	CENTERLINE
		'	FOOT OR FEET
		"	INCH
		-	MINUS
		+	PLUS

ANNOTATIONS

ROOM NAME

150 SF

ROOM TAG W/ AREA

STRUCTURAL GRID - EXISTING

STRUCTURAL GRID - NEW

PARTITION TYPE TAG

CEILING TAG

CEILING TAG W/ HEIGHT

FLOOR TAG

DOOR TAG

LIFE SAFETY DOOR TAG

FURNITURE/FIXTURE/ CASEWORK TAG

WINDOW TAG

GLAZING TAG

REVISION DELTA

NOTE WITH LEADER

KEY NOTE

FINISH TAG

LEVEL/DATUM ELEVATION MARK

SECTION MARK

BUILDING SECTION MARK

DETAIL SECTION MARK

DETAIL CALLOUT MARK

INTERIOR ELEVATION MARK

EXTERIOR ELEVATION MARK

SPOT ELEVATION

NORTH ARROW

PLAN NORTH

SHEET LIST

NO.	SHEET TITLE
ARCHITECTURAL	
G-0.0	COVER SHEET
G-0.1	SHEET INDEX, ABBREVIATIONS AND SYMBOLS
G-0.2	PROJECT INFORMATION & ZONING DIAGRAMS
G-0.3	PLOT PLAN
G-0.4	AREA PLANS
G-0.5	OPEN SPACE PLANS
G-0.6	REPORTS & AFFIDAVITS
ALTA-1	TOPOGRAPHIC SURVEY
A-1.1	LEVEL 1 PLAN
A-1.2	LEVEL 2 PLAN
A-1.3	LEVEL 3 PLAN
A-1.4	LEVEL 4 PLAN
A-1.5	LEVEL 5-8 PLAN
A-1.6	ROOF PLAN
A-3.0	EXTERIOR ELEVATIONS
A-3.1	EXTERIOR ELEVATIONS
A-3.2	EXTERIOR ELEVATIONS
A-3.3	BUILDING SECTIONS
A-4.0	ENLARGED BIKE PARKING PLANS
L-1	CONCEPTUAL LANDSCAPE PLAN
L-2	CONCEPTUAL LANDSCAPE PLAN
L-4	CONCEPTUAL PLANT PALETTE

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4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
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4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	10/15/2024	PLANNING SUBMITTAL
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5	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

SHEET INDEX, ABBREVIATIONS AND SYMBOLS

G-0.1

ZONING DIAGRAMS



2 SETBACK DIAGRAM
SITE PLAN
SCALE: 1/32" = 1'-0"



1 BUILDABLE AREA DIAGRAM
SITE PLAN
SCALE: 1/32" = 1'-0"

ZONING ANALYSIS

SETBACKS

	REQUIRED PER LAMC	PROPOSED
FRONT YARD (CRENSHAW)	0' FOR COMMERCIAL USES 0' FOR RESIDENTIAL USES	0' 0'
FRONT YARD (VICTORIA)	0' FOR COMMERCIAL USES 0' FOR RESIDENTIAL USES	0' 0'
SIDE YARD (PICO)	0' FOR COMMERCIAL USES 0' FOR RESIDENTIAL USES	0' 0'
SIDE YARD (ABBUTTING R1)	0' FOR COMMERCIAL USES 11' FOR RESIDENTIAL USES	0' * 0' *
SIDE YARD (ALLEY)	0' FOR COMMERCIAL USES 0' FOR RESIDENTIAL USES	4' DEDICATION 4' DEDICATION

FAR CALCULATIONS

BUILDABLE AREA: 43,448 SF
MAX FAR: 1.5:1 PER C4 ZONE
MAX ALLOWABLE AREA: 43,448 SF x 1.5 = 65,172 SF
TOTAL AREA PROVIDED: 167,300 SF (REFER TO SHEET G-0.4 FOR AREA DIAGRAMS)
PROPOSED **FAR: 3.86:1*** PURSUANT TO LAMC 12.22.A.25.g.3

BUILDING HEIGHT

MAX ALLOWABLE HEIGHT: NO HEIGHT OR STORIES LIMIT FOR C4-1 ZONED PARCELS IN HEIGHT DISTRICT 1 PER 12.22.A.23

PROPOSED HEIGHT: 96'-4"

TRANSITIONAL HEIGHT

PROPOSED WAIVER OF TRANSITIONAL HEIGHT REQUIREMENT BY OFF-MENU INCENTIVES*

OPEN SPACE

OPEN SPACE REQUIRED: 23,025 SF (REFER TO SHEET G-0.5 FOR OPEN SPACE DIAGRAMS)
OPEN SPACE PROPOSED: 15,800 SF (REFER TO SHEET G-0.5 FOR OPEN SPACE DIAGRAMS)

23,025 SF - 15,800 SF = 7,225 SF / 23,025 SF x 100 = **31.4% OPEN SPACE REDUCTION** *

TREE QUANTITY REQUIREMENTS (RE: LANDSCAPE DWGS)

TOTAL TREES REQUIRED: 1 FOR EVERY 4 DWELLING UNITS = 220/4 = 55
TOTAL TREES PROVIDED: 38

55 - 38 = 17 / 55 x 100 = **30.9% TREE QUANTITY REDUCTION ****

RESIDENTIAL BASE DENSITY

400 SF PER UNIT FOR C4 ZONE
LOT AREA 43,448.3 SF + 857.04 SF (1/2 ALLEY) = 44,305.3 SF / 400 = **111 UNITS**

RESIDENTIAL DENSITY BONUS (GOVERNMENT CODE SECTION 65915)

AB1287 CAN BE UTILIZED TO ACHIEVE DENISTY BONUS INCREASE UP TO 100% = 111 X 2 = **222 UNITS**

Additional Affordable Units Provided	Base Density Bonus Units	Base Density Bonus	AB 1287 "Double" Density Bonus	Affordable Units Required	Total Density Bonus Percentage	**Total Units Achieved Using AB1287**
15% of Moderate-Income Units	111	50%	50%	**35 Units** (**17** Moderate Income + **18** VLI units)	100%	**222 (111 x 1.85)**

PARKING

REFER TO PARKING SCHEDULE
NO REQUIRED RESIDENTIAL & COMMERCIAL AUTOMOBILE PARKING PER AB 2097
EV PARKING REQUIRED: 10% OF TOTAL = 3 COMMERCIAL; 15 RESIDENTIAL
EV PARKING PROVIDED: 3 COMMERICAL; 15 RESIDENTIAL. SEE PLANS
EV CAPABLE REQUIRED: 30% OF TOTAL = 9 COMMERCIAL; 44 RESIDENTIAL
EV CAPABLE PROVIDED: 9 COMMERCIAL; 45 RESIDENTIAL. SEE PLANS

BIKE PARKING

COMMERCIAL COMPONENT
REQUIRED LONG-TERM PARKING (1 PER 2000 SF OF RETAIL): 12,496 SF / 2000 SF = 6.49 = 7 REQUIRED STALLS
REQUIRED SHORT-TERM PARKING (1 PER 2000 SF OF RETAIL): 12,496 SF / 2000 SF = 6.49 = 7 REQUIRED STALLS
TOTAL REQUIRED COMMERCIAL BIKE PARKING = 14 SPACES

RESIDENTIAL COMPONENT
REQUIRED LONG-TERM PARKING PER LAMC TABLE 12.21 A.16.(a)(1)(i) = 130 REQUIRED STALLS
REQUIRED SHORT-TERM PARKING PER LAMC TABLE 12.21 A.16.(a)(1)(i) = 14 REQUIRED STALLS
TOTAL REQUIRED RESIDENTIAL BIKE PARKING = 144 SPACES

TOTAL PROJECT (SUMMARY)
LONG TERM BIKE PARKING REQUIRED = 137 SPACES
LONG TERM BIKE PARKING PROVIDED = 140 SPACES
SHORT TERM BIKE PARKING REQUIRED = 21 SPACES
SHORT TERM BIKE PARKING PROVIDED = 22 SPACES
TOTAL BIKE PARKING REQUIRED = 158 SPACES
TOTAL BIKE PARKING PROVIDED = 162 SPACES

* OFF MENU DENSITY INCENTIVE
**WAIVER OF DEVELOPMENT STANDARDS

SUMMARY OF DENSITY BONUS INCENTIVES AND WAIVERS OF DEVELOPMENT STANDARDS

DENSITY BONUS WITH OFF-MENU INCENTIVES
1. A FLOOR AREA RATIO INCREASE OF 157% TO 3.86:1 IN LIEU OF 1.5:1 REQUIRED
2. AN OPEN SPACE 31.4% REDUCTION TO 15,800 SF IN LIEU OF THE 23,025 SF REQUIRED
3. A SIDE YARD SETBACK REDUCTION OF 100% TO 0' IN LIEU OF 11' REQUIRED FOR SIDE YARD ABUTTING 1262 S VICTORIA AVE
4. A TRANSITIONAL HEIGHT WAIVER OF 100% IN LIEU OF THE REQUIRED TRANSITIONAL HEIGHT

WAIVER OF DEVELOPMENT STANDARDS
1. A TREE PLANTING REDUCTION OF 30.9% TO 38 TREES IN LIEU OF THE 55 TREES REQUIRED

PARKING SCHEDULE

TYPE	REQUIRED	PROVIDED
01_LONGTERM BIKE PARKING	137 (130 RESIDENTIAL, 7 RETAIL)	140
02_SHORT TERM BIKE PARKING	21 (14 RESIDENTIAL, 7 RETAIL)	22
03_RETAIL ADA PARKING	1 ADA, 1 VAN (26-50)	2
03_RETAIL PARKING	NOT REQUIRED PER AB 2097	27
04_RESIDENTIAL ADA PARKING	4 ADA, 1 VAN (101-150)	5
04_RESIDENTIAL PARKING	NOT REQUIRED PER AB 2097	140

SCHOOL DISTRICT FLOOR AREA_

NAME	AREA
PARKING	67,347 SF
RESIDENTIAL FLOOR AREA	155,654 SF
RETAIL FLOOR AREA	12,496 SF
TOTAL	235,497 SF

UNIT TYPE COUNT

TYPE	COUNT	AREA
0BR	16	302 SF - 663 SF
1BR	165	530 SF - 595 SF
2BR	38	786 SF - 900 SF
3BR	1	1155 SF
TOTAL: 220	220	

PROJECT SUMMARY

PROJECT: 4201 PICO BLVD
NEW CONSTRUCTION OF 8 STORY BUILDING INCLUDING 220 RESIDENTIAL UNITS:
- LEVEL 01 - COMMERICAL USE
- LEVEL 02 TO LEVEL 08 - RESIDENTIAL USE

PROJECT UTILIZES AB1287 INCENTIVES
AFFORDABLE HOUSING UNITS: 18 (VERY LOW INCOME), 17 (MODERATELY LOW INCOME)
100% PRIVATELY FUNDED, NO PUBLIC FUNDING, NO TAX CREDITS OR INCENTIVES, NO PUBLIC HOUSING

PROJECT ADDRESS: 1261 S CRENSHAW BLVD, 4201 W PICO BLVD, 4203 W PICO BLVD, 4209 W PICO BLVD, 4207 W PICO BLVD, 4213 W PICO BLVD, 4211 W PICO BLVD, 4215 W PICO BLVD, 4225 W PICO BLVD, 4221 W PICO BLVD

CLIENT: 4201 PICO INVESTMENT, LLC
4201 PICO BLVD, LOS ANGELES, CA 90019

LEGAL DESCRIPTION: ASSESSOR PARCEL NUMBER: 5082-024-001, 016, 017, 018, 019
BLOCK: NONE
LOT: FR13, FR7, FR8, FR1, FR2, FR3

PLAN AREA: WILSHIRE COMMUNITY PLAN AREA & MID-CITY RECOVERY REDEVELOPMENT PLAN AREA
EXISTING ZONE: C4-1-O
LOT SIZE: 43,448.3 SF
BUILDING HEIGHT: 96'-4" PROPOSED, NO BUILDING HEIGHT LIMIT
LAND USE DESICRIPTION: NEIGHBORHOOD COMMERCIAL & GENERAL COMMERCIAL

* PARCEL ELIGIBLE FOR REDUCED PARKING AREA UNDER AB 2097

CONSTRUCTION TYPE

5 STORIES OF TYPE III-A CONSTRUCTION OVER 3 STORIES OF TYPE I-A CONSTRUCITION

FIRE RESISTIVE THE BUILDING IS FULLY AUTOMATIC SPRINKLER SYSTEM (NFPA 13).
KEY FIRE PROTECTION AND LIFE SAFETY SYSTEMS TO BE PROVIDED IN THIS PROJECT INCLUDE:

- SPRINKLER & STANDPIPE SYSTEMS
- FIRE ALARM SYSTEM
- TOTAL NO. OF STORIES = 8

OCCUPANCY CLASSIFICATION

	OCCUPANCY CLASSIFICATION (SEC. 302)	OCCUPANT LOAD (TABLE 1014.1.2)
RESIDENTIAL	RESIDENTIAL R-2	_

NOTE:
A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SF IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY (R-2) SHALL BE CLASSIFIED AS PART OF THAT OCCUPANCY PER CBC 303.1.2

APPLICABLE CODES

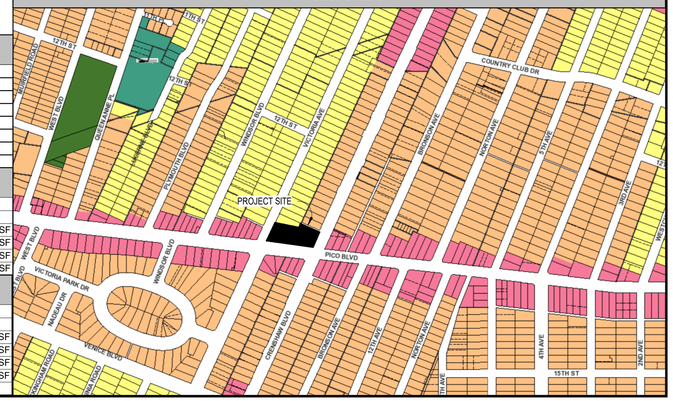
2023 LOS ANGELES BUILDING CODE
2023 LOS ANGELES MECHANICAL CODE
2023 LOS ANGELES PLUMBING CODE
2023 LOS ANGELES ELECTRICAL CODE
2023 LOS ANGELES ELEVATOR CODE
2023 LOS ANGELES GREEN BUILDING STANDARDS CODE

ASME A17.3 2023 EDITION SAFETY CODE FOR ELEVATORS AND ESCALATORS
NFPA 13 2025 EDITION - INSTALLATION OF SPRINKLER AS AMENDED BY 2014 LABC
NFPA 20 2025 EDITION - INSTALLATION OF STATIONARY PUMPS FOR FIRE PROTECTION
NFPA 22 2025 EDITION - WATER TANKS FOR PRIVATE FIRE PROTECTION
NFPA 22 2025 EDITION - INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, AS AMENDED BY 2014 LABC

NFPA 70 2023 EDITION - NATIONAL ELECTRIC CODE
NFPA 72 2023 EDITION - NATIONAL FIRE ALARM AND SIGNALING CODE, AS AMENDED BY 2014 LABC
NFPA 80 2023 EDITION - FIRE DOORS AND OTHER OPENING PROTECTIVES

CURRENT FAIR HOUSING ACT & ANSI GUIDELINES
AMERICANS WITH DISABILITIES ACT, 2010

VICINITY MAP



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4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
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4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

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5	05/06/2025	PLANNING SUBMITTAL
6	10/01/2025	PLANNING SUBMITTAL

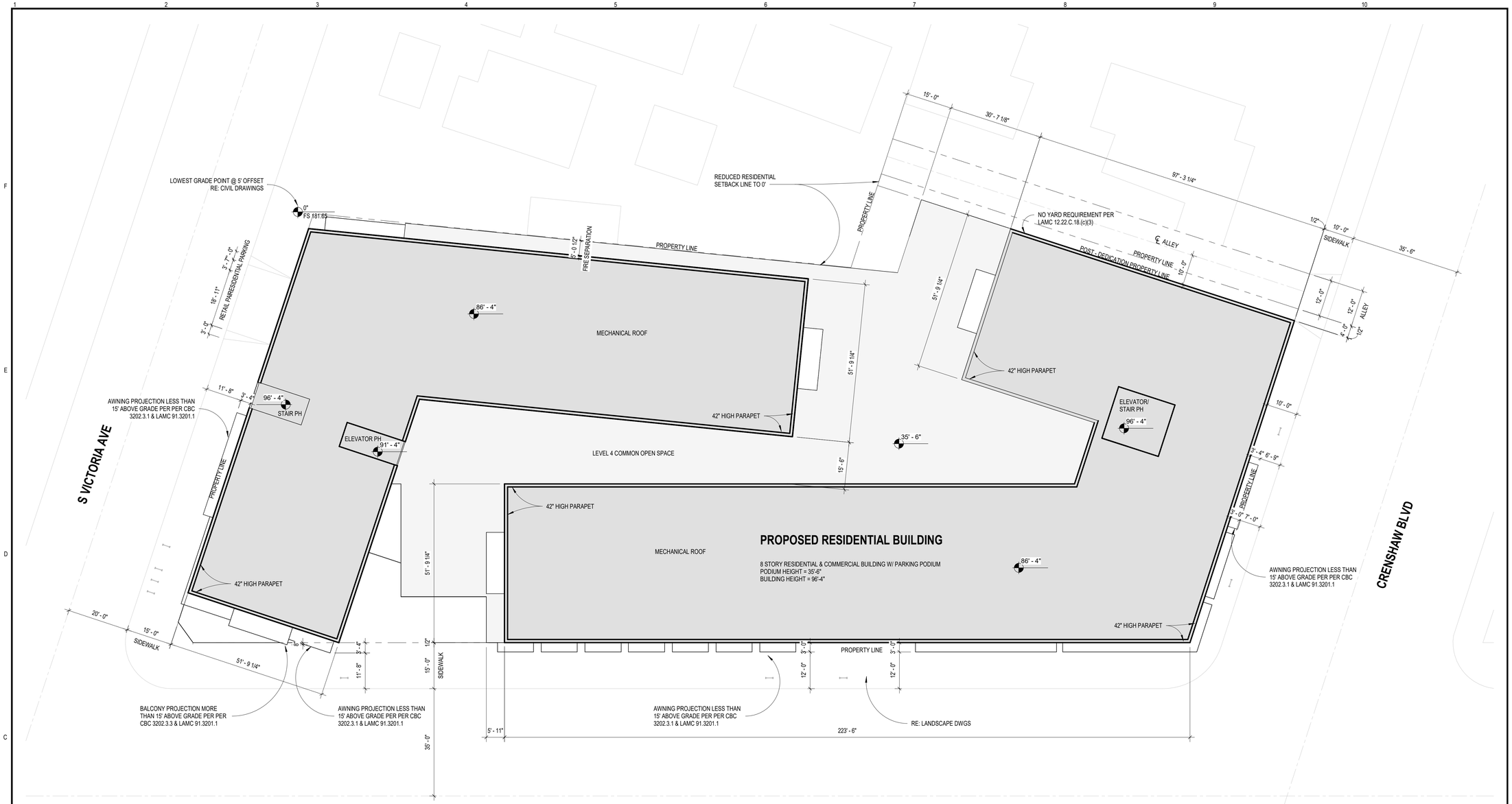
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Sheet Name

PROJECT INFORMATION & ZONING DIAGRAMS

G-0.2



EXTERIOR PATH OF ACCESSIBLE TRAVEL:
AN "EXTERIOR PATH OF ACCESSIBLE TRAVEL" SHALL BE PROVIDED FROM THE PUBLIC RIGHT OF WAY AND FROM ACCESSIBLE PARKING TO THE PRIMARY ENTRANCE OF EVERY TENANT SPACE. THE EXTERIOR PATH OF ACCESSIBLE TRAVEL SHALL BE BARRIER FREE CONSISTING OF PARKING ACCESS AISLES, CURB RAMPS, CROSSWALK AT VEHIDUCLAR WAYS, SIDEWALKS, AND RAMPS. OTHER THAN RAMPS COMPLYING WITH ACCESSIBLE STANDARDS, THE EXTERIOR PATH OF ACCESSIBLE STANDARDS, THE EXTERIOR PATH OF ACCESSIBLE TRAVEL.

CONTRACTOR NOTE:
30-DAY WRITTEN NOTICE OF EXCAVATION TO ADJACENT PROPERTY OWNER(S) IS REQUIRED IF EXCAVATION DEPTH IS LARGER THAN THE DISTANCE TO THE PROPERTY LINES PER IB P/BC 2017-060.

1 PLOT PLAN
SITE PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH TRUE NORTH

0' 4' 8' 16' 32'

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4201 PICO BLVD

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LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	10/15/2024	PLANNING SUBMITTAL
2	12/15/2024	PLANNING RESUBMITTAL
3	01/10/2025	PLANNING RESUBMITTAL
4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	10/01/2025	PLANNING SUBMITTAL

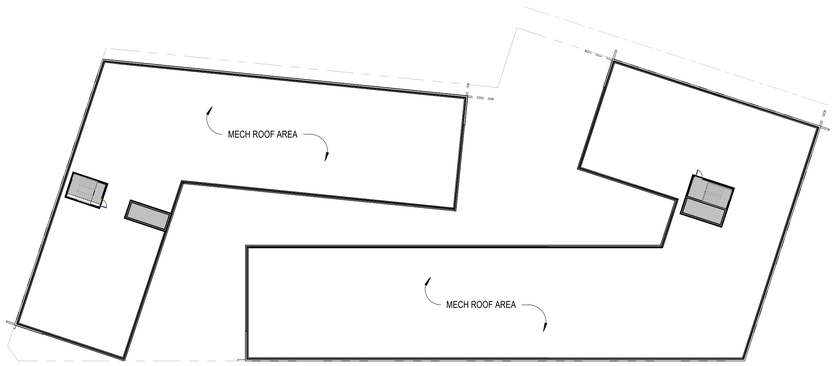
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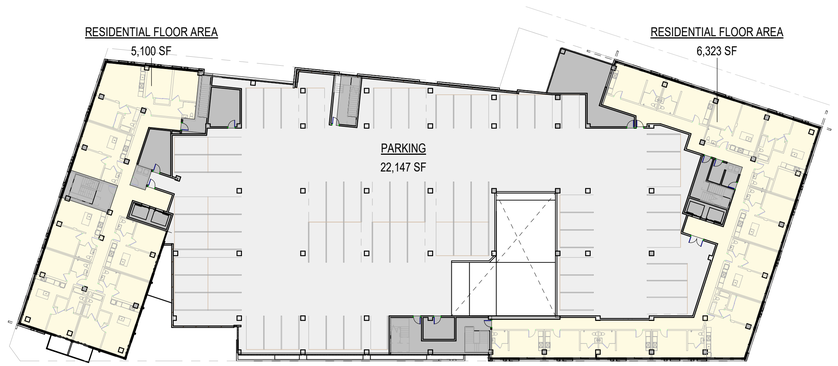
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PLOT PLAN

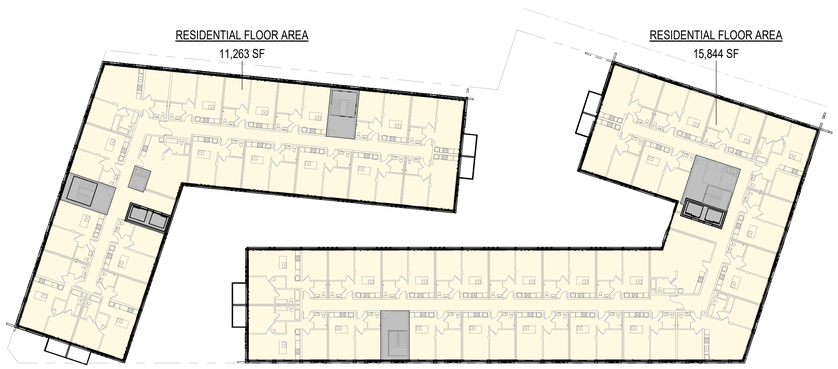
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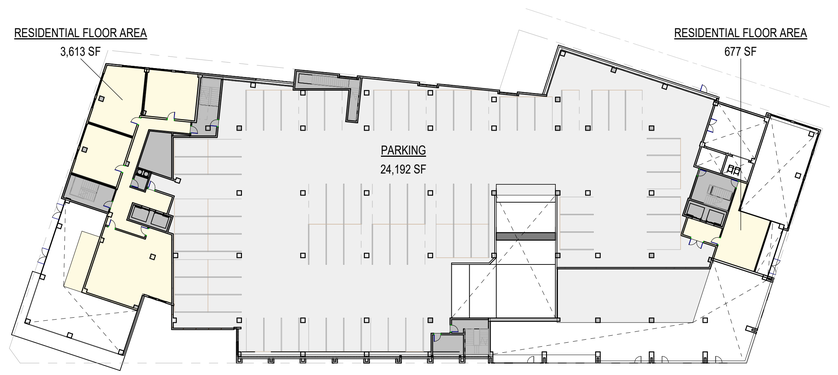
6 LEVEL_ROOF AREA
Gross Building
SCALE: 1/32" = 1'-0"



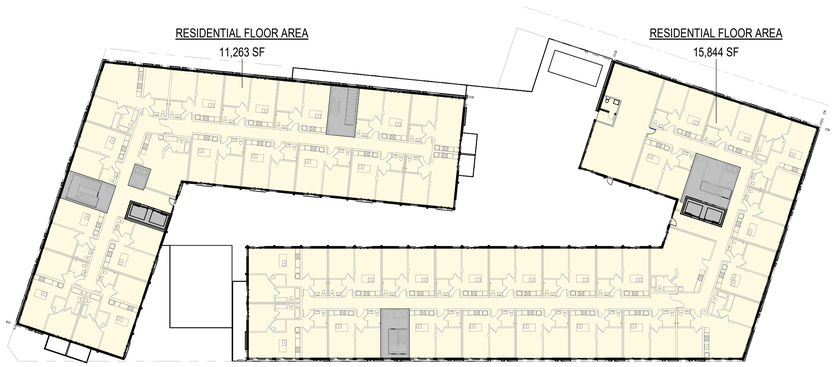
3 LEVEL_03 AREA
Gross Building
SCALE: 1/32" = 1'-0"



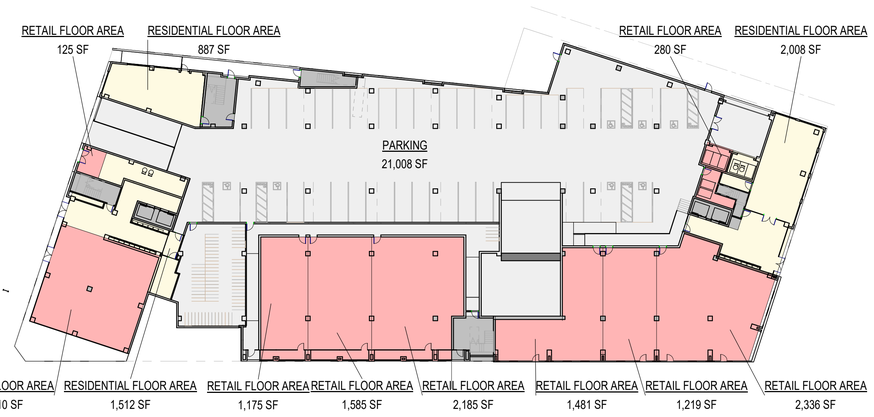
5 LEVEL_05-08 AREA
Gross Building
SCALE: 1/32" = 1'-0"



2 LEVEL_02 AREA
Gross Building
SCALE: 1/32" = 1'-0"



4 LEVEL_04 AREA
Gross Building
SCALE: 1/32" = 1'-0"



1 LEVEL_01 AREA
Gross Building
SCALE: 1/32" = 1'-0"

AREA PLAN LEGEND

- EXTERIOR ENVELOPE
- RESIDENTIAL FLOOR AREA
- RETAIL FLOOR AREA
- PARKING FLOOR AREA
- STAIR/SHAFT/MECH

FLOOR AREA

LEVEL	NAME	AREA
LEVEL_01		
LEVEL_01	RESIDENTIAL FLOOR AREA	4,407 SF
LEVEL_01	RETAIL FLOOR AREA	12,496 SF
		16,903 SF
LEVEL_02		
LEVEL_02	RESIDENTIAL FLOOR AREA	4,290 SF
		4,290 SF
LEVEL_03		
LEVEL_03	RESIDENTIAL FLOOR AREA	11,423 SF
		11,423 SF
LEVEL_04		
LEVEL_04	RESIDENTIAL FLOOR AREA	27,107 SF
		27,107 SF
LEVEL_05		
LEVEL_05	RESIDENTIAL FLOOR AREA	27,107 SF
		27,107 SF
LEVEL_06		
LEVEL_06	RESIDENTIAL FLOOR AREA	27,107 SF
		27,107 SF
LEVEL_07		
LEVEL_07	RESIDENTIAL FLOOR AREA	27,107 SF
		27,107 SF
LEVEL_08		
LEVEL_08	RESIDENTIAL FLOOR AREA	27,107 SF
		27,107 SF
TOTAL FLOOR AREA		168,151 SF

SCHOOL DISTRICT FLOOR AREA

NAME	AREA
PARKING	67,347 SF
RESIDENTIAL FLOOR AREA	155,654 SF
RETAIL FLOOR AREA	12,496 SF
TOTAL	235,497 SF

Asulon
Architecture & Design

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AEBIM (DBA: ASULON ARCHITECTURE & DESIGN)
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LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

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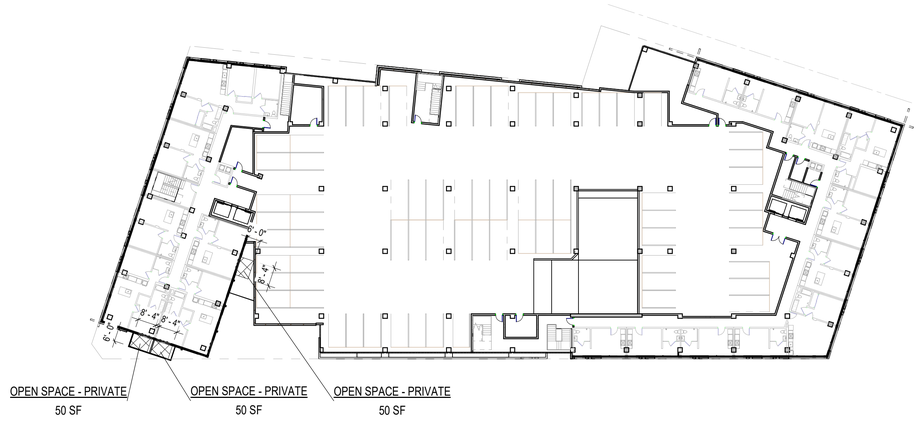
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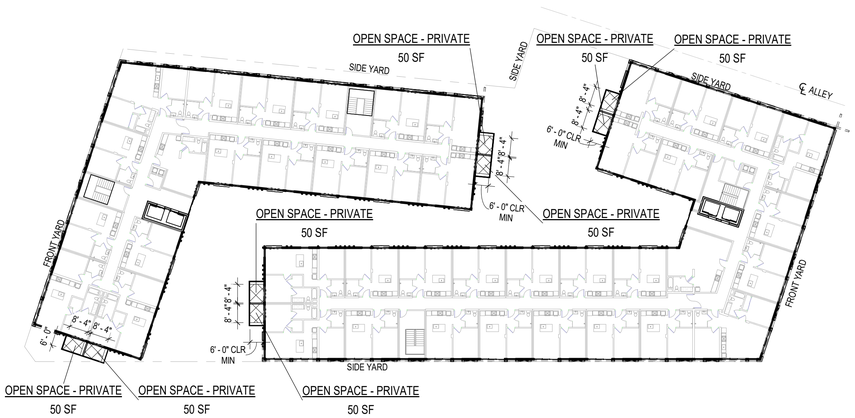
Sheet Name

AREA PLANS

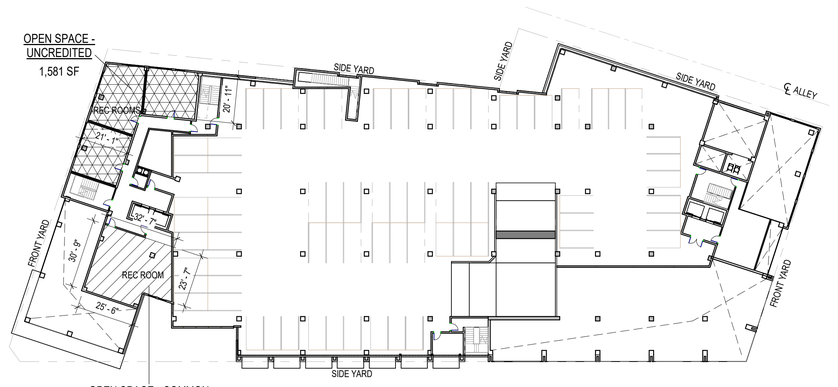
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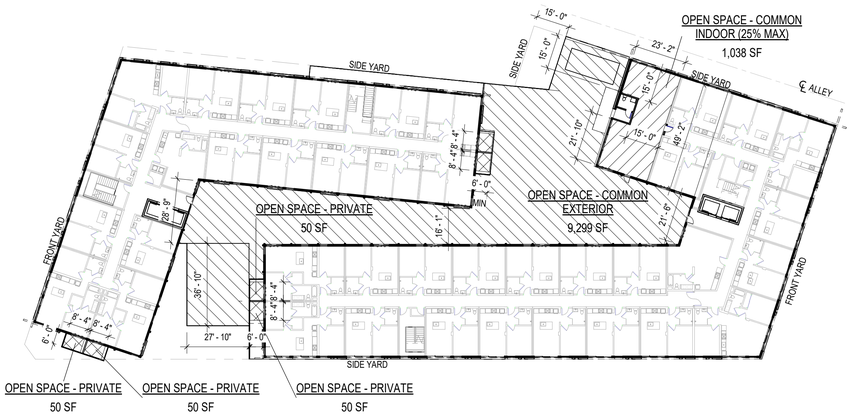
3 LEVEL_03 OPEN SPACE
Open Space
SCALE: 1/32" = 1'-0"



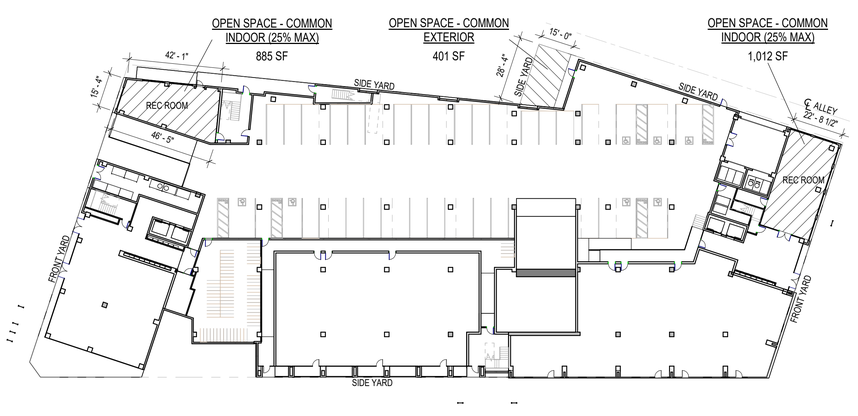
5 LEVEL_05-08 OPEN SPACE
Open Space
SCALE: 1/32" = 1'-0"



2 LEVEL_02 OPEN SPACE
Open Space
SCALE: 1/32" = 1'-0"



4 LEVEL_04 OPEN SPACE
Open Space
SCALE: 1/32" = 1'-0"



1 LEVEL_01 OPEN SPACE
Open Space
SCALE: 1/32" = 1'-0"

OPEN SPACE REQUIRED

HABITABLE ROOMS	OPEN SPACE/UNIT	# OF UNITS	OPEN SPACE/UNIT TYPE
< 3 HABITABLE ROOMS	100 SF	181	18,100 SF
3 HABITABLE ROOMS	125 SF	38	4,750 SF
> 3 HABITABLE ROOMS	175 SF	1	175 SF
TOTALS: 3		220	23,025 SF

OPEN SPACE PROVIDED - COMMON OUTDOOR

LEVEL	TYPE	AREA
LEVEL_01	OPEN SPACE - COMMON EXTERIOR	401 SF
LEVEL_04	OPEN SPACE - COMMON EXTERIOR	9,299 SF
TOTAL		9,700 SF

OPEN SPACE PROVIDED - TOTAL

LEVEL	TYPE	AREA
LEVEL_03	OPEN SPACE - PRIVATE	150 SF
LEVEL_04	OPEN SPACE - PRIVATE	300 SF
LEVEL_05	OPEN SPACE - PRIVATE	400 SF
LEVEL_06	OPEN SPACE - PRIVATE	400 SF
LEVEL_07	OPEN SPACE - PRIVATE	400 SF
LEVEL_08	OPEN SPACE - PRIVATE	400 SF
LEVEL_ROOF	OPEN SPACE - PRIVATE	100 SF
TOTAL		2,150 SF

OPEN SPACE PROVIDED - COMMON INDOOR

LEVEL	TYPE	AREA
LEVEL_01	OPEN SPACE - COMMON INDOOR (25% MAX)	1,898 SF
LEVEL_02	OPEN SPACE - COMMON INDOOR (25% MAX)	1,015 SF
LEVEL_04	OPEN SPACE - COMMON INDOOR (25% MAX)	1,038 SF
TOTAL		3,950 SF

OPEN SPACE LEGEND

- EXTERIOR COMMON SPACE
- INTERIOR COMMON SPACE
- PRIVATE OPEN SPACE
- UNCREDITED OPEN SPACE

TOTAL PLANTER AREA REQUIRED: 9,700 X .25 = 2,425 SF
TOTAL PLANTER AREA PROVIDED: 2,425 SF
RE: LANDSCAPE DWGS L1, L2, FOR DETAILS & CALCULATIONS

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4201 PICO BLVD

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PROJECT NUMBER: 22-001

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6	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

OPEN SPACE PLANS

G-0.5

I Dawit e Bragiu being duly sworn, depose and say
that I hold the office of Owner and have the authority
Title of Officer or Partner
to sign for the firm of Arrow Carpet Weaving, or that
Print Firm or Corporation Name
I as an individual, intend to conduct the business of
carpet making on the following described property:
State Nature of Business
Lot # Benton Terrace
Legal Description
with street address of 4211 Pico Blvd.
PICO BLVD.

That in compliance with the zoning regulations which apply, and in consideration of the approval by the Department of Building and Safety of the City of Los Angeles of the issuance of a license or permit to conduct such a business or enterprise at said location, I agree for myself, or the above firm which I represent, that the following will apply. COMPLETE EACH OF THE FOLLOWING PARAGRAPHS BY WRITING IN WILL OR WILL NOT.

1. The enterprise will be conducted wholly within a completely enclosed building, the operations will not be objectionable due to odor, dust, smoke, noise, vibration or other causes.

2. This enterprise will be a retail business. The majority of the products manufactured, assembled, compounded, processed or treated will be sold at retail during each calendar month, and not more than 5 persons will be engaged in such manufacturing of products and assemblying, compounding, processing or treating of materials.

3. This enterprise will not be a wholesale business. The majority of the merchandise sold during each calendar month will be sold at wholesale; not more than 1500 square feet of floor area within a building will be used for storage in connection with such business and there will be no manufacturing of products, nor any assemblying, compounding, processing or treating of materials in connection therewith.

4. This enterprise will not be a laundry; not more than 5 persons will be engaged in operating the laundry, excluding personnel engaged wholly in pressing, office and delivery work. The majority of the articles washed during each calendar month will be handled at retail.

5. This enterprise will not be a cleaning establishment; not more than 5 persons will be engaged in operating the cleaning establishment, excluding personnel engaged wholly in pressing, office and delivery work, in which the only cleaning fluid which is to be used will be non-explosive and non-inflammable at temperatures below 138.5 F. and not more than two clothes cleaning units will ever be used, neither of which will have a rated capacity of more than 40 pounds. The majority of the articles cleaned during each calendar month will be handled at retail [redacted] 22903

Subscribed and sworn to before me
this 17 day of Jan 1977 Signed Dawit e Bragiu
Notary Public
Mailing Address

0 3 4 0 0 2 0 0 0 4 9 Permit #179764
COVENANT AND AGREEMENT
REGARDING MAINTENANCE OF BUILDING AND USES
3291

STATE OF CALIFORNIA } SS
COUNTY OF LOS ANGELES}

That (I) EDWARD ROBEY (am) the owner
of the hereinafter described real property, and that (I)
EDWARD ROBEY (am) the possessor of a (grant)
deed on said real property, and that (I am) the only
person having any interest in the real property described as
follows:

LOT 1, EXCEPT THE NE 46' OF THE SE 43.72'
Legal Description

which property is located and known as 4211 W. PICO BLVD.
Street Address
Los Angeles 19, California

That (I) do hereby promise, covenant and agree to and with said City of Los Angeles, a Municipal Corporation, and said Superintendent of Building said City that, for the purpose of
(building fire partitive wall construction
(Omitting protected openings in exterior walls) PERMANENT PASSAGEWAY TO PUBLIC HWY
as required by Section 91.0504 of the Los Angeles City Building Code, the above described parcels of land will be held as one parcel and not be sold separately.

That this covenant and agreement shall run with the land and be binding upon any future owners, heirs or assigns until such time as the Building Code of the City of Los Angeles automatically permits the use or purpose herein above referred to, or the building or buildings thereby affected are made to comply with the Building Code then in effect.

Dated: This 8TH day of NOVEMBER
Edward Robey (Sign)
(Sign)

STATE OF CALIFORNIA } SS
COUNTY OF LOS ANGELES}

On this 8th day of November 1954, before me the undersigned, a Notary Public in and for the said County, duly Commissioned, personally appeared

known to be the (Person) whose (Name) (is) subscribed to the foregoing instrument, and acknowledged to me that (he) executed same.

NOTARY SEAL WITNESS my hand and official seal:
Edward L. Brown
Notary Public in and for the County
of Los Angeles, State of California
My Commission expires February 20th, 1956
10861

City of Los Angeles
Department of City Planning

12/19/2024
PARCEL PROFILE REPORT (modified version)

PROPERTY ADDRESSES
4203 W PICO BLVD
4201 W PICO BLVD

ZIP CODES
90019

RECENT ACTIVITY
excluded from report

CASE NUMBERS
excluded from report

Address/Legal Information	
PIN Number	129B185 1054
Lot/Parcel Area (Calculated)	3,907.2 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID F4
Assessor Parcel No. (APN)	5082024018
Tract	BENTON TERRACE TRACT
Map Reference	M B 10-164
Block	None
Lot	FR 3
Arb (Lot Cut Reference)	1
Map Sheet	129B185
Planning and Zoning Information	
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	Mid City Recovery
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	None
500 Ft Park Zone	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

zimas.lacity.org | planning.lacity.gov

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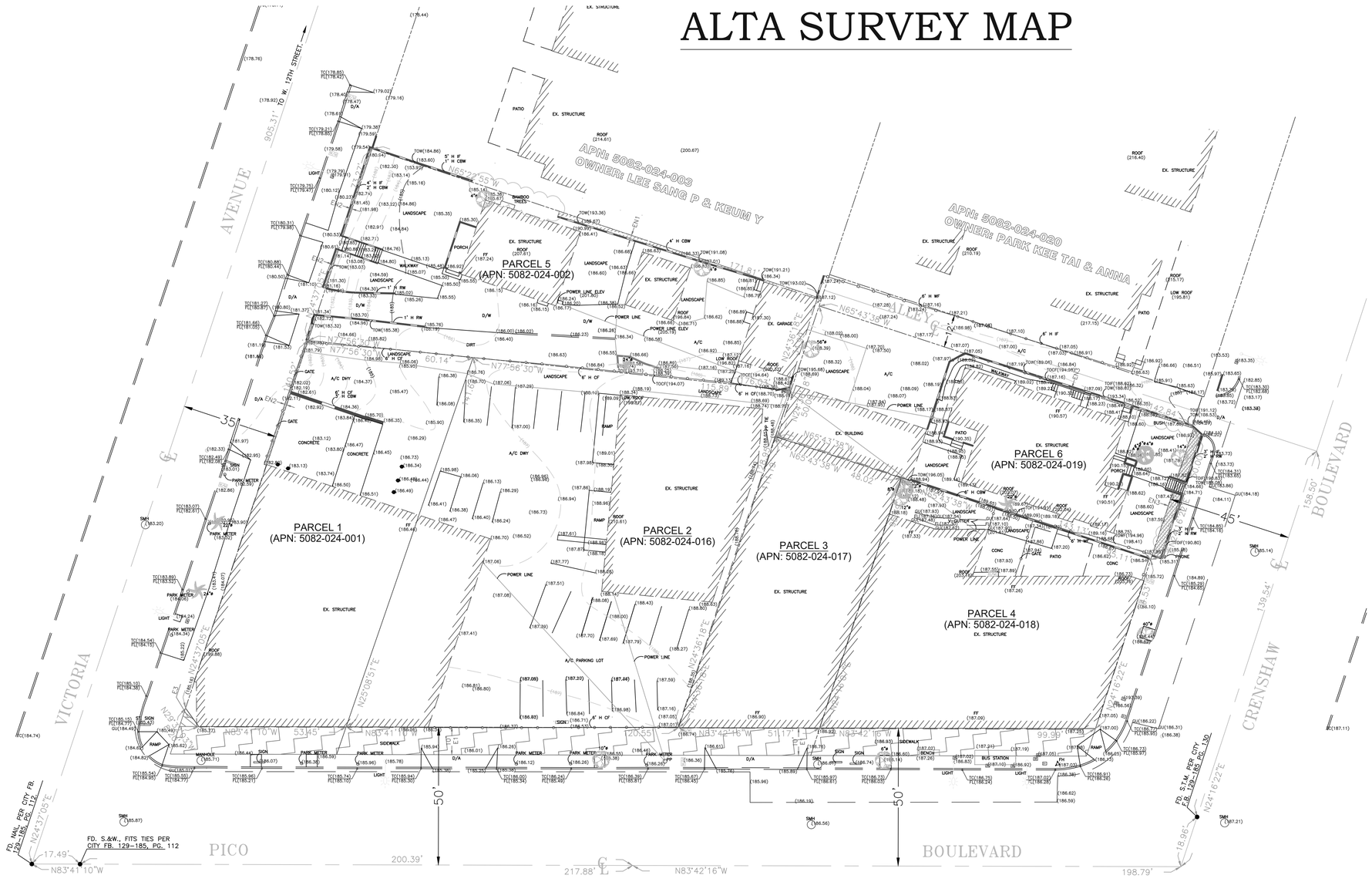
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REPORTS & AFFIDAVITS

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ALTA SURVEY MAP



ABBREVIATIONS/LEGEND:

CATV	:	CABLE T.V. PULLBOX
C/B	:	CATCH BASIN
CBW	:	CONC. BLOCK WALL
C&G	:	CURB AND GUTTER
CF	:	CHAIN LINK FENCE
CONC.	:	CONCRETE
D/A	:	DRIVEWAY APPRON
D/W	:	DRIVEWAY
EX	:	EXISTING
FF	:	FINISH FLOOR ELEVATION
FS	:	FINISHED SURFACE ELEVATION
FL	:	FLOW LINE ELEVATION
GM	:	GAS METER
IF	:	IRON FENCE
HP	:	HIGH POINT
P/L	:	PROPERTY LINE
PP	:	POWER POLE
RW	:	RETAINING WALL
SCO	:	SEWER CLEAN OUT
S/D	:	STORM DRAIN
SMH	:	SEWER MANHOLE
S/W	:	SIDEWALK
TC	:	TOP OF CURB
W/M	:	WATER METER
WF	:	WOOD FENCE
WIF	:	WROUGHT IRON FENCE
W/W	:	WALKWAY

LEGEND:

◯	:	STORM DRAIN MANHOLE
◯	:	SEWER MANHOLE
◯	:	WATER VALVE
⋈	:	FDC / FIRE DEPT. CONNECTION
	:	FIRE HYDRANT
E	:	EDISON PULL BOX
S	:	STREET LIGHT PULL BOX
T	:	TRAFFIC SIGNAL PULL BOX
U	:	UTILITY PULL VOX
TV	:	TV CABLE PULL BOX
H.V.	:	HIGH VOLTAGE BOX
TEL	:	TELEPHONE PULL BOX
S.T.	:	SEPTIC TANK
(532.00)	:	EXISTING ELEVATION 532.00'
--(532)--	:	EXISTING CONTOUR LINE
--W--W--	:	WATER LINE
--S--S--	:	SEWER LINE
	:	STREET LIGHT
	:	WF/ WOOD FENCE OR IF/ IRON FENCE
	:	CF/ CHAIN LINK FENCE
	:	CENTERLINE
	:	CONC. BLOCK WALL/ RETAINING WALL
	:	EXISTING TREE
	:	WOOD POST
	:	IRON POST
	:	DRAIN HOLE
	:	VENT

SURVEYOR'S NOTES:

1. ALL INFORMATION SHOWN ON THE DRAWINGS IS GIVEN AS THE BEST PRESENT KNOWLEDGE AND PERFORMED WITHIN GENERALLY ACCEPTED ENGINEERING PRACTICE BUT WITHOUT GUARANTEE OF ACCURACY. WHERE ACTUAL CONDITIONS CONFLICT WITH THE DRAWINGS, THEY SHALL BE REPORTED TO THE ENGINEER SO THAT THE PROPER REVISIONS MAY BE MADE.
2. ESTABLISHMENT OF CONTOUR: CONTOURING IS THE GRAPHICAL REPRESENTATION OF CONSTANT ELEVATION LINES THAT ARE INTERPOLATED OR EXTRAPOLATED BETWEEN ACTUAL FIELD MEASURED ELEVATIONS OR MAP ELEVATIONS, AND SHOULD NOT BE INTERPRETED AS PRECISE GROUND CONDITIONS, ONLY AN INFINITE NUMBER OF FIELD MEASUREMENTS WOULD REPRESENT SUCH PRECISE CONDITIONS, WHICH OBVIOUSLY ARE NOT POSSIBLE. THE NUMBER OF SUCH FIELD MEASUREMENTS ARE THEREFORE LIMITED TO THE SCOPE AND INTENT OF THE RESULTING MAP.
3. THE BEARINGS/DIMENSIONS OF THE MAP IS PREPARED BASED ON THE RECORD DATA.
4. THE SURVEY IS PREPARED FOR ARCHITECTURAL/LANDSCAPING PURPOSE.
5. BLUE LINE STREAMS ARE NOT SHOWN ON THIS MAP AND SHOULD BE EXAMINED BY A RELATED PROFESSIONAL.
6. ARBORIST SHOULD BE CONSULTED TO DOCUMENT ALL PROTECTED TREE SPECIES ON-SITE AS THE SURVEY SHOWN HERE ON MAY NOT REFLECT ALL OF THEM.
7. EASEMENTS ARE PLOTTED PER PRELIMINARY TITLE REPORT ORDER NO. 10519547, DATED 12-17-2021.

BENCHMARK:

CITY B.M. NO. 12-11851

SPK IN W CURB CRENSHAW BLVD ; 11.5 FT S OF PICO BLVD ; N END CB

ELEVATION: 186.865' (NAVD 1988)

BASIS OF BEARINGS:
CENTERLINE OF VICTORIA AVE. N24°37'05"W PER LA. CO. P.W.F.B. 1318/827-828.

LEGAL DESCRIPTION:

PARCEL 1 (APN: 5082-024-001)

LOT 13 OF OXFORD SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 12, PAGE 141 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 8,357.24 S.F. (GROSS & NET)

PARCEL 2 (APN: 5082-024-016)

PORTIONS OF LOTS 7 AND 8 OF WESTERN ADDITION TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16, PAGES 33 AND 34 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 15,372.78 S.F. (GROSS & NET)

PARCEL 3 (APN: 5082-024-017)

LOT 1 OF THE BENTON TERRACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 164 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 4,990.88 S.F. (GROSS & NET)

PARCEL 4 (APN: 5082-024-018)

THE PORTION OF LOTS 2 AND 3 OF THE BENTON TERRACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 164 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 7,605.37 S.F. (GROSS & NET)

PARCEL 5 (APN: 5082-024-002)

LOT 14 OF OXFORD SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 12, PAGE 141 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 9,300.33 S.F. (GROSS & NET)

PARCEL 6 (APN: 5082-024-019)

THE PORTION OF LOTS 1, 2 AND 3 OF THE BENTON TERRACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 164 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROPERTY SIZE: 7,149.49 S.F. (GROSS & NET)

EASEMENT NOTES:

E1 EASEMENT TO THE CITY OF LOS ANGELES FOR STREET PURPOSES PER BOOK 8194, PAGE 312, OF OFFICIAL RECORDS.

E2 EASEMENT TO UNION OIL COMPANY OF CALIFORNIA FOR OIL AND GAS LEASE PURPOSES PER DEED RECORDED JULY 31, 1959 AS INST. NO. 3531 IN BOOK M330, PAGE 823, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

E3 EASEMENT TO THE CITY OF LOS ANGELES FOR STREET PURPOSES PER DEED RECORDED MARCH 2, 1972 AS INST. NO. 2707 OF OFFICIAL RECORDS.

E4 EASEMENT TO UNION OIL COMPANY OF CALIFORNIA FOR OIL AND GAS LEASE PURPOSES PER DEED RECORDED MARCH 25, 1959 AS INST. NO. 2695 IN BOOK M247, PAGE 24, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

E5 EASEMENT TO UNION OIL COMPANY OF CALIFORNIA FOR OIL AND GAS LEASE PURPOSES PER DEED RECORDED APRIL 23, 1957 AS INST. NO. 2483 IN BOOK 54285, PAGE 61, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

E6 10' EASEMENT FOR DRIVEWAY AND POLE LINES PURPOSES PER BOOK 4626, PAGE 203, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

E7 EASEMENT TO UNION OIL COMPANY OF CALIFORNIA FOR OIL AND GAS LEASE PURPOSES PER BOOK M683, PAGE 1, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

PROFESSIONAL LAND SURVEYOR — FRANCIS K. LIN No. 9645 — STATE OF CALIFORNIA

Francis K. Lin

FRANCIS K. LIN PLS 9645

0 20 40

1"=20'

CALLAND ENGINEERING & ASSOCIATES, INC.
574 E. LAMBERT ROAD, BREA, CA 92821
TEL: (714) 671-1050 FAX: (714) 671-1090

RELEASED

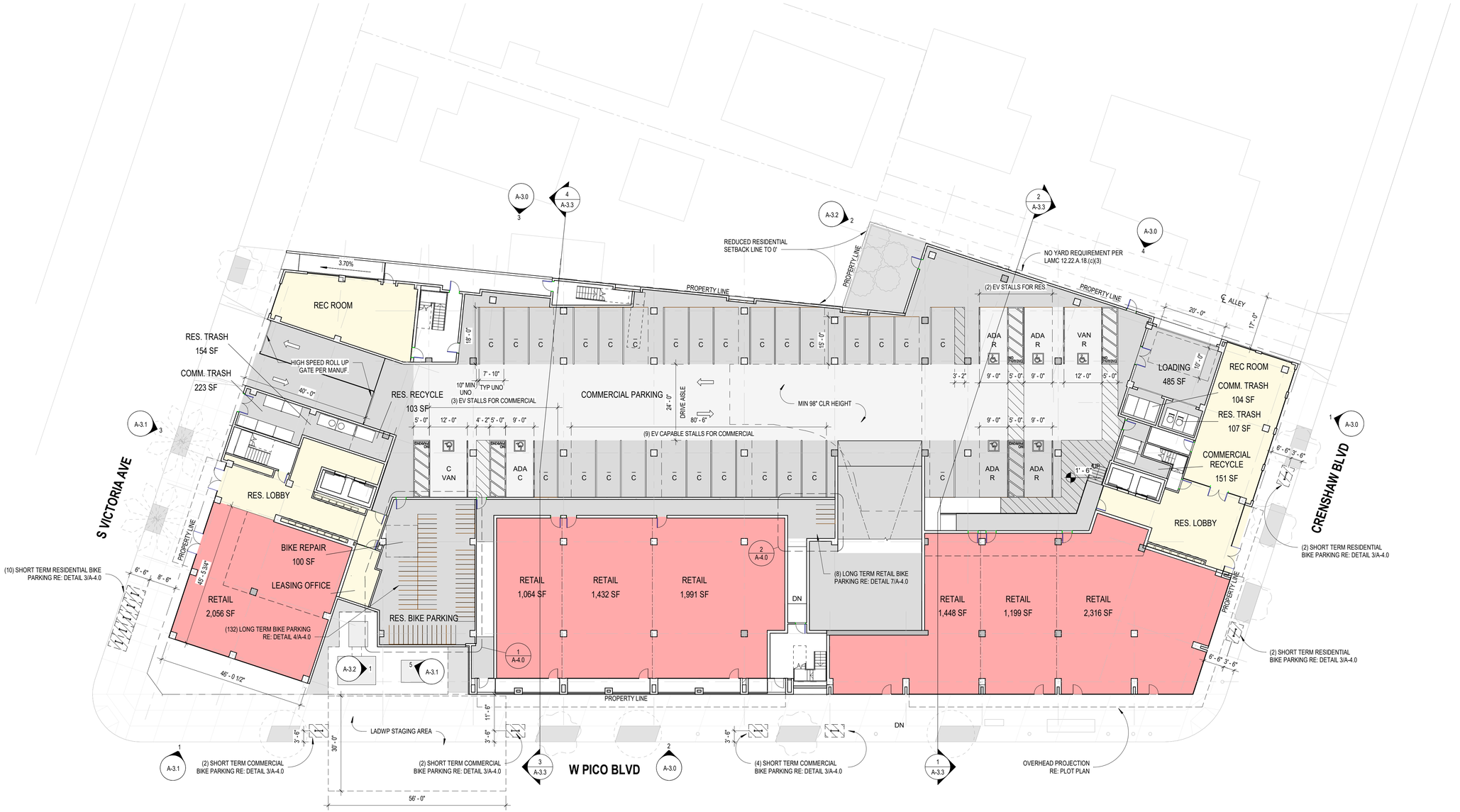
REVISIONS

PROJECT LOCATION:
1262 S. Victoria Ave., 1261 Crenshaw,
4201 – 4225 W. Pico Blvd.
Los Angeles, CA

DRAWN:	IH/JS
CHECKED:	JY
DATE:	10-09-2024
JOB NO.:	24-001-044
SCALE:	1"=20'
FILE NAME:	Pico 4201_Topo.dwg

ALTA-1

SHEET 1 OF 2 SHT.



1 LEVEL_01
FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

PARKING SCHEDULE LEVEL 01

TYPE	REQUIRED	PROVIDED	LEVEL
01_LONGTERM BIKE PARKING	137 (130 RESIDENTIAL, 7 RETAIL)	140	LEVEL_01
02_SHORT TERM BIKE PARKING	21 (14 RESIDENTIAL, 7 RETAIL)	22	LEVEL_01
03_RETAIL ADA PARKING	1 ADA, 1 VAN (26-50)	2	LEVEL_01
03_RETAIL PARKING	NOT REQUIRED PER AB 2097	27	LEVEL_01
04_RESIDENTIAL ADA PARKING	4 ADA, 1 VAN (101-150)	5	LEVEL_01

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TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	10/15/2024	PLANNING SUBMITTAL
2	12/15/2024	PLANNING RESUBMITTAL
3	01/10/2025	PLANNING RESUBMITTAL
4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL
7	10/01/2025	PLANNING SUBMITTAL

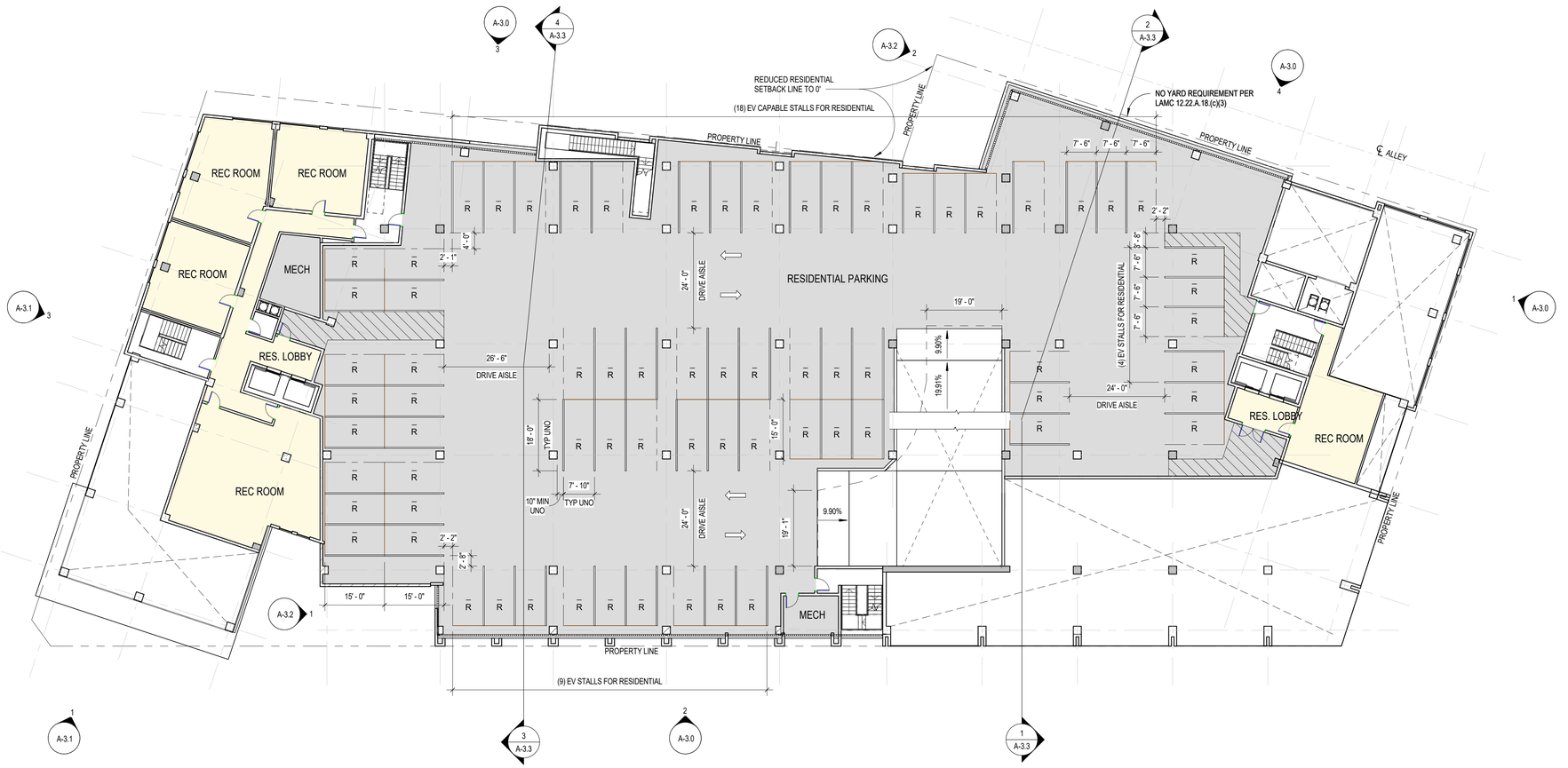
Seal

NOT FOR CONSTRUCTION

Sheet Name

LEVEL 1 PLAN

A-1.1



1 LEVEL_02
FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

PARKING SCHEDULE LEVEL 02

TYPE	REQUIRED	PROVIDED	LEVEL
04_RESIDENTIAL PARKING	NOT REQUIRED PER AB 2097	70	LEVEL_02

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4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL

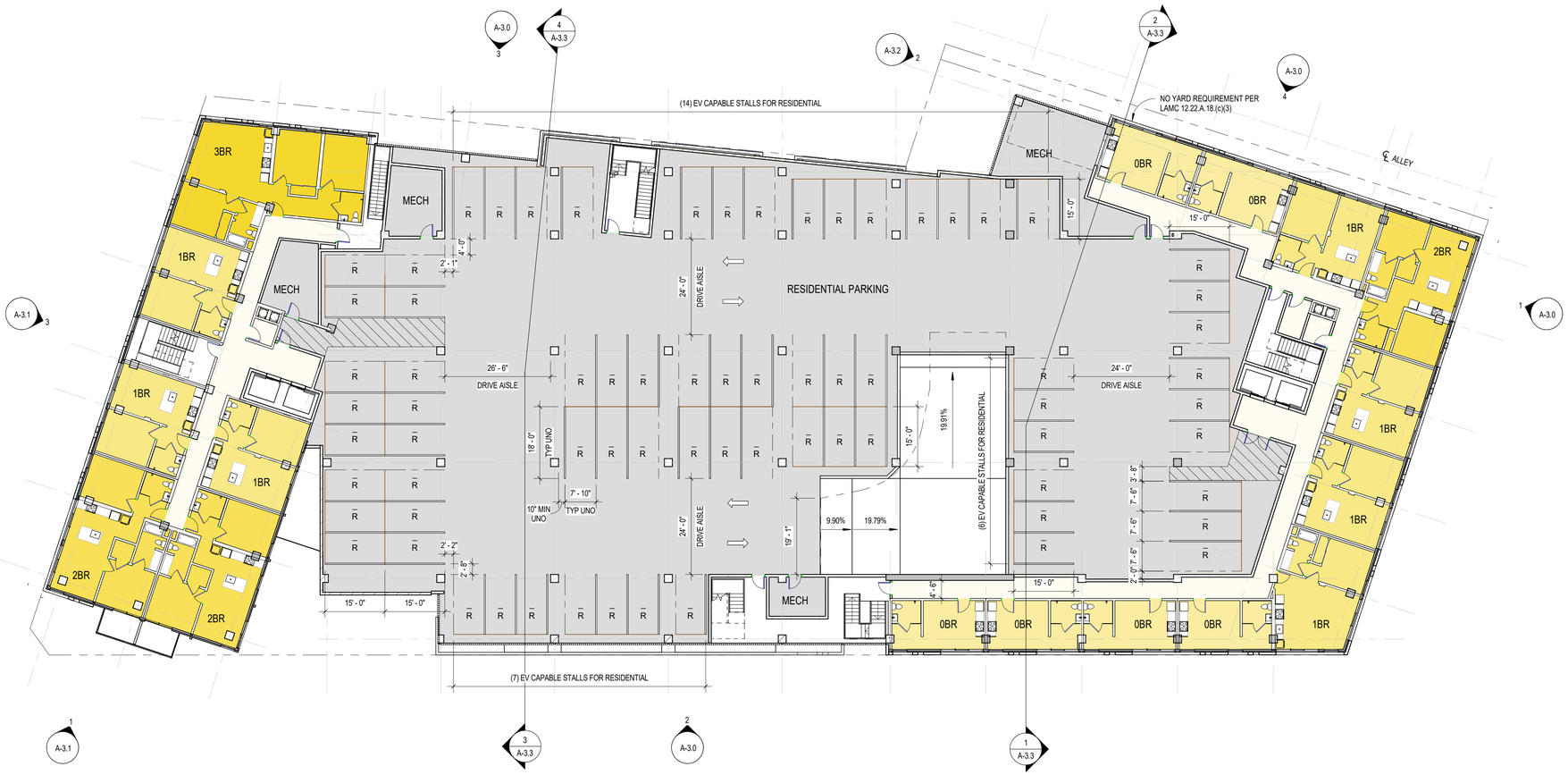
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NOT FOR CONSTRUCTION

Sheet Name

LEVEL 2 PLAN

A-1.2



1 LEVEL_03 FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

UNIT TYPE COUNT_LEVEL 03

LEVEL	TYPE	COUNT	AREA
LEVEL_03	0BR	6	302 SF - 663 SF
LEVEL_03	1BR	7	530 SF - 595 SF
LEVEL_03	2BR	3	786 SF - 900 SF
LEVEL_03	3BR	1	1155 SF
TOTAL: 17		17	

PARKING SCHEDULE LEVEL 03

TYPE	REQUIRED	PROVIDED	LEVEL
04_RESIDENTIAL PARKING	NOT REQUIRED PER AB 2097	70	LEVEL_03

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4	05/06/2025	PLANNING SUBMITTAL
5	06/30/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL
7	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

LEVEL 3 PLAN

A-1.3



1 LEVEL_04 FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

UNIT TYPE COUNT_LEVEL 04

LEVEL	TYPE	COUNT	AREA
LEVEL_04	0BR	2	302 SF - 663 SF
LEVEL_04	1BR	30	530 SF - 595 SF
LEVEL_04	2BR	7	786 SF - 900 SF
TOTAL: 39		39	

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4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL
7	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

LEVEL 4 PLAN

A-1.4



1 LEVEL 05-08 TYPICAL
FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

UNIT TYPE COUNT_LEVEL 05-08

LEVEL	TYPE	COUNT	AREA
LEVEL_05	0BR	2	302 SF - 663 SF
LEVEL_05	1BR	32	530 SF - 595 SF
LEVEL_05	2BR	7	786 SF - 900 SF
LEVEL_06	0BR	2	302 SF - 663 SF
LEVEL_06	1BR	32	530 SF - 595 SF
LEVEL_06	2BR	7	786 SF - 900 SF
LEVEL_07	0BR	2	302 SF - 663 SF
LEVEL_07	1BR	32	530 SF - 595 SF
LEVEL_07	2BR	7	786 SF - 900 SF
LEVEL_08	0BR	2	302 SF - 663 SF
LEVEL_08	1BR	32	530 SF - 595 SF
LEVEL_08	2BR	7	786 SF - 900 SF
TOTAL: 164		164	

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5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL
7	10/01/2025	PLANNING SUBMITTAL

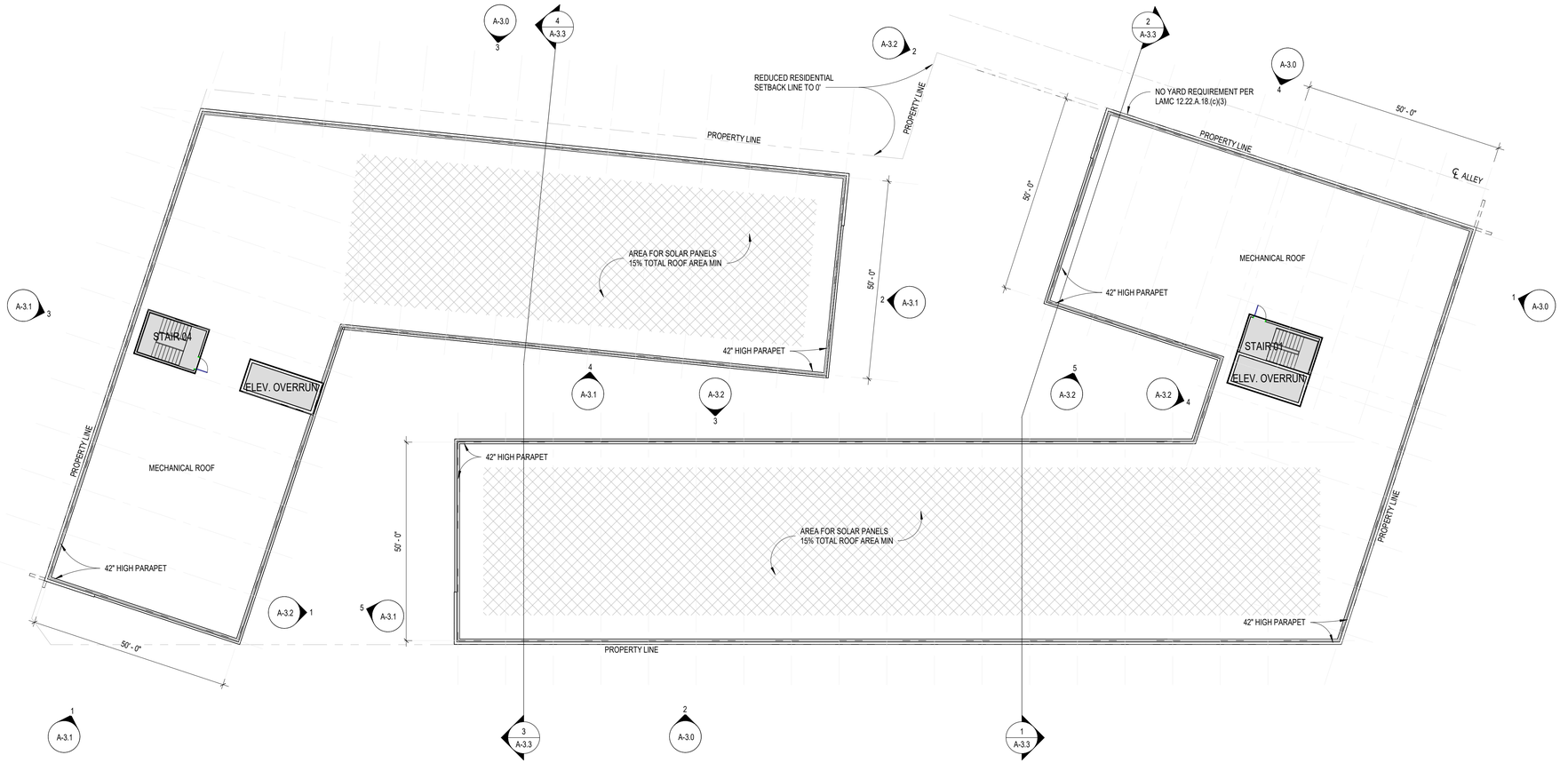
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NOT FOR CONSTRUCTION

Sheet Name

LEVEL 5-8 PLAN

A-1.5



1 LEVEL_ROOF
FLOOR PLAN
SCALE: 1/16" = 1'-0"

PLAN NORTH

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4	01/17/2025	AHRF CORRECTIONS
5	05/06/2025	PLANNING SUBMITTAL
6	06/30/2025	PLANNING SUBMITTAL

Seal

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Sheet Name

ROOF PLAN

A-1.6

MATERIAL PALETTE



01 FIBER CEMENT PANEL - TUFA 313
MANUFACTURER: SWISSPEARL

02 FIBER CEMENT PANEL - IVORY 7090
MANUFACTURER: SWISSPEARL
ALBEDO APPROX 70%



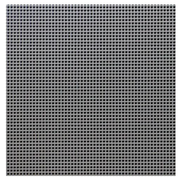
03 GFRC PANEL - OFF WHITE
MANUFACTURER: PETRA



04 FIBER CEMENT PANEL - BROWN LT60
MANUFACTURER: EQUITONE



05 LINEAR BRICK - CHARCOAL WASHED
MANUFACTURER: ARRISCRAFT



06 PERFORATED METAL - GRAY
MANUFACTURER: TBD
OPACITY: 90%



07 LOW-E WINDOW & FRAMING
MANUFACTURER: TBD



08 GLASS GUARDRAIL - CLEAR GLASS
MANUFACTURER: TBD



09 METAL SCREEN - GRAY
MANUFACTURER: AMICO
OPACITY: 60% MIN



10 COMPOSITE SCREEN - WOOD LOOK
MANUFACTURER: TBD
OPACITY: 60% MIN



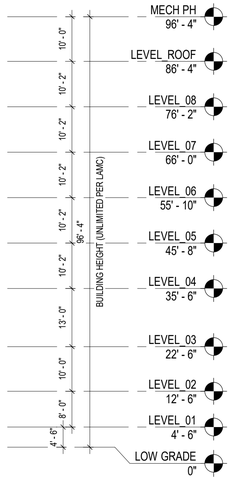
11 METAL LOUVER - GRAY
MANUFACTURER: TBD



4 Elevation EN.2
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



3 Elevation WN
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

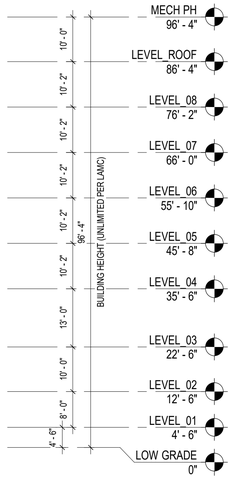




2 Elevation ES.1
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



1 Elevation EE
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



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3	05/06/2025	PLANNING SUBMITTAL
4	06/30/2025	PLANNING SUBMITTAL
5	10/01/2025	PLANNING SUBMITTAL

Seal

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Sheet Name

EXTERIOR ELEVATIONS

A-3.0

MATERIAL PALETTE



01 FIBER CEMENT PANEL - TUFA 313
MANUFACTURER: SWISSPEARL

02 FIBER CEMENT PANEL - IVORY 7090
MANUFACTURER: SWISSPEARL
ALBEDO APPROX 70%



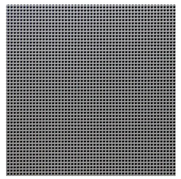
03 GFRC PANEL - OFF WHITE
MANUFACTURER: PETRA



04 FIBER CEMENT PANEL - BROWN LT60
MANUFACTURER: EQUITONE



05 LINEAR BRICK - CHARCOAL WASHED
MANUFACTURER: ARRISCRAFT



06 PERFORATED METAL - GRAY
MANUFACTURER: TBD
OPACITY: 90%



07 LOW-E WINDOW & FRAMING
MANUFACTURER: TBD



08 GLASS GUARDRAIL - CLEAR GLASS
MANUFACTURER: TBD



09 METAL SCREEN - GRAY
MANUFACTURER: AMICO
OPACITY: 60% MIN



10 COMPOSITE SCREEN - WOOD LOOK
MANUFACTURER: TBD
OPACITY: 60% MIN



11 METAL LOUVER - GRAY
MANUFACTURER: TBD



5 Elevation WE.1
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

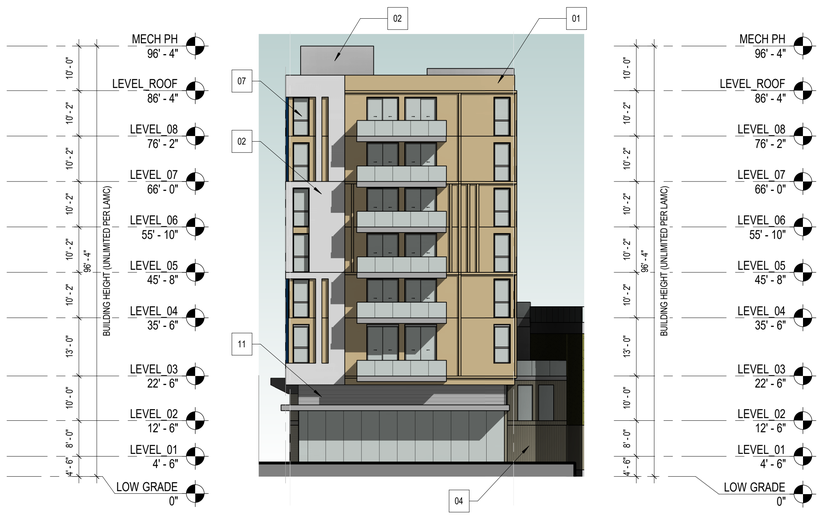
4 Elevation WS.2
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



2 Elevation WE.2
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



3 Elevation WW
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



1 Elevation WS.1
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

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4	05/06/2025	PLANNING SUBMITTAL
5	06/30/2025	PLANNING SUBMITTAL
6	10/01/2025	PLANNING SUBMITTAL

Seal

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Sheet Name

EXTERIOR ELEVATIONS

A-3.1

MATERIAL PALETTE



01 FIBER CEMENT PANEL - TUFA 313
MANUFACTURER: SWISSPEARL

02 FIBER CEMENT PANEL - IVORY 7090
MANUFACTURER: SWISSPEARL
ALBEDO APPROX 70%



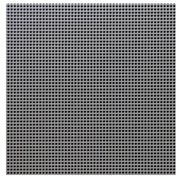
03 GFRC PANEL - OFF WHITE
MANUFACTURER: PETRA



04 FIBER CEMENT PANEL - BROWN LT60
MANUFACTURER: EQUITONE



05 LINEAR BRICK - CHARCOAL WASHED
MANUFACTURER: ARRISCRAFT



06 PERFORATED METAL - GRAY
MANUFACTURER: TBD
OPACITY: 90%



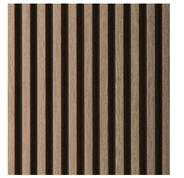
07 LOW-E WINDOW & FRAMING
MANUFACTURER: TBD



08 GLASS GUARDRAIL - CLEAR GLASS
MANUFACTURER: TBD



09 METAL SCREEN - GRAY
MANUFACTURER: AMICO
OPACITY: 60% MIN



10 COMPOSITE SCREEN - WOOD LOOK
MANUFACTURER: TBD
OPACITY: 60% MIN



11 METAL LOUVER - GRAY
MANUFACTURER: TBD



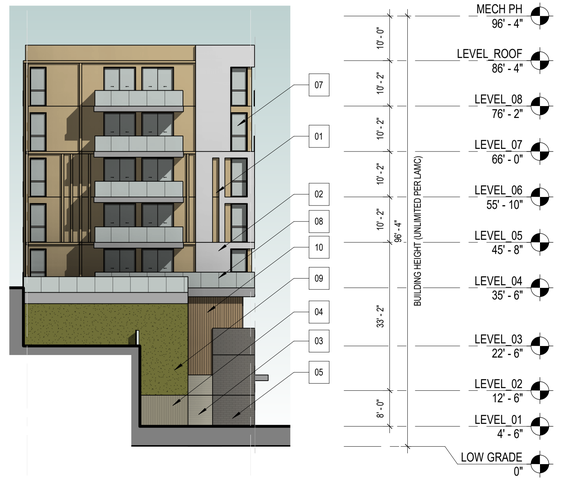
5 Elevation ES.2
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

4 Elevation EW.2
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

3 Elevation EN.1
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



2 Elevation EW.3
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"



1 Elevation EW.1
EXTERIOR ELEVATION
SCALE: 1/16" = 1'-0"

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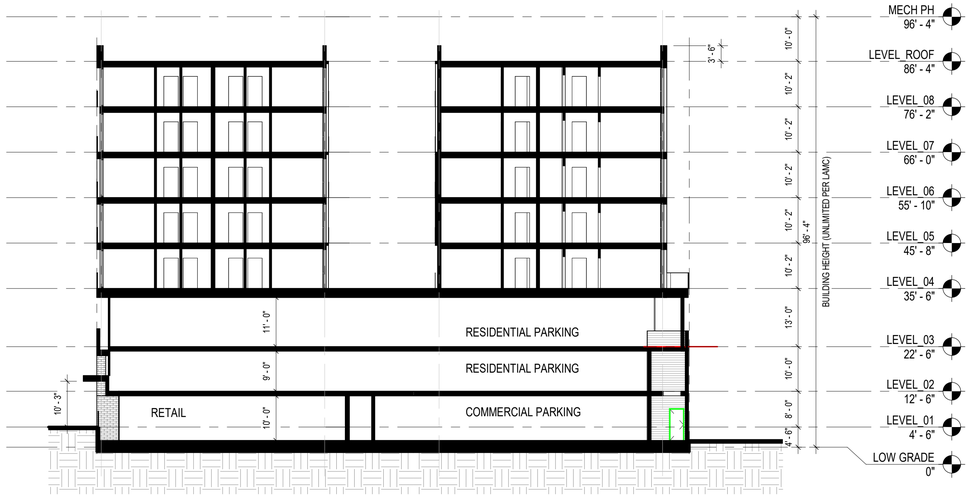
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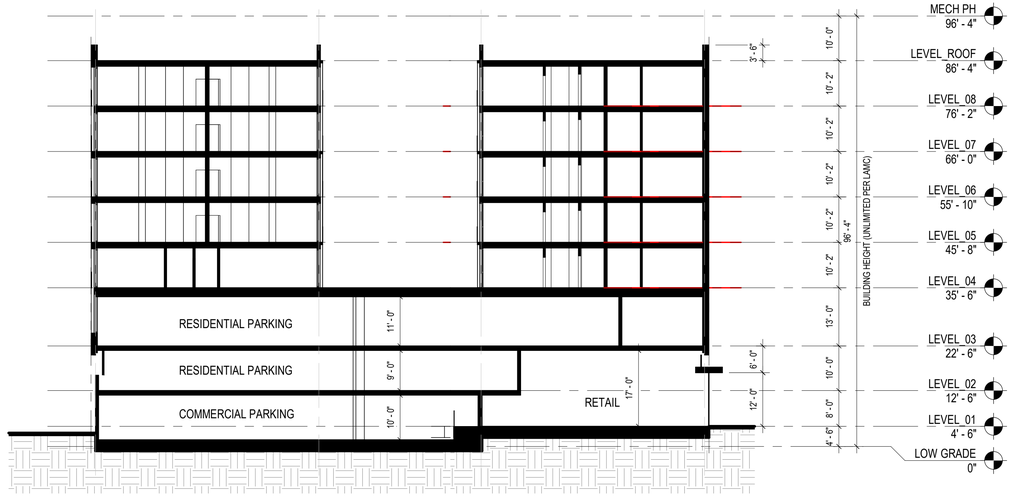
Sheet Name

EXTERIOR ELEVATIONS

A-3.2



3 Section 1
BUILDING SECTION
SCALE: 1/16" = 1'-0"



2 Section 5
BUILDING SECTION
SCALE: 1/16" = 1'-0"

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4	05/06/2025	PLANNING SUBMITTAL
5	06/30/2025	PLANNING SUBMITTAL
6	10/01/2025	PLANNING SUBMITTAL

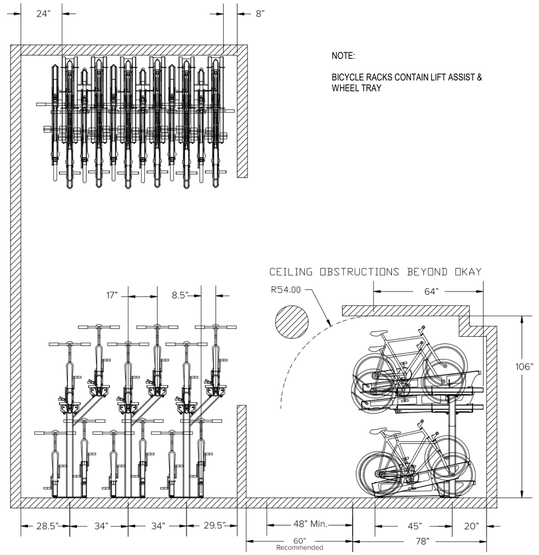
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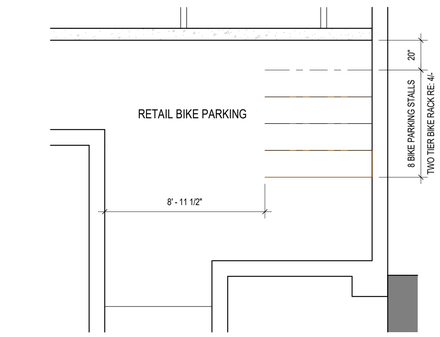
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BUILDING SECTIONS

A-3.3



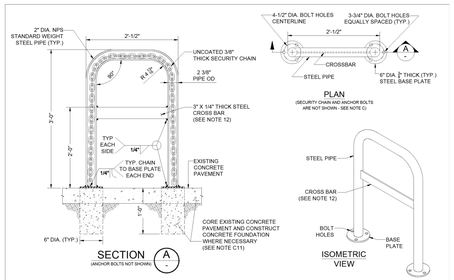
4 TWO TIER BICYCLE RACK
DETAIL
SCALE: 1/4" = 1'-0"



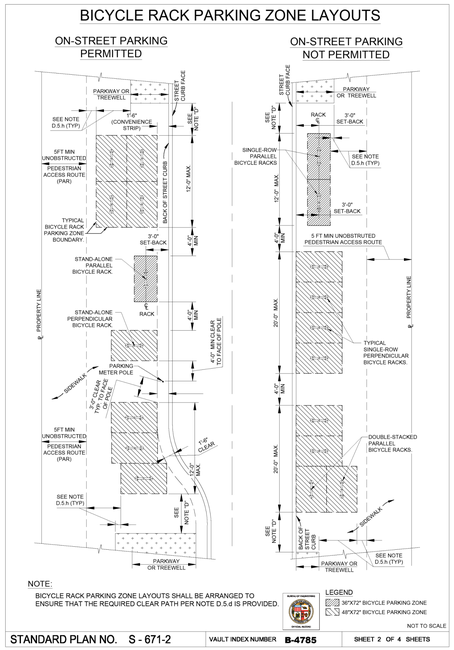
2 ENLARGED BIKE ROOM 03
FLOOR PLAN
SCALE: 1/4" = 1'-0"



1 ENLARGED BIKE ROOM 01
FLOOR PLAN
SCALE: 1/4" = 1'-0"



3 BICYCLE RACK
DETAIL
SCALE: 1/4" = 1'-0"



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LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

Agency Stamp

Issue Drawing Log

1	12/15/2024	PLANNING RESUBMITTAL
2	01/17/2025	AHRF CORRECTIONS
3	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

ENLARGED BIKE PARKING PLANS

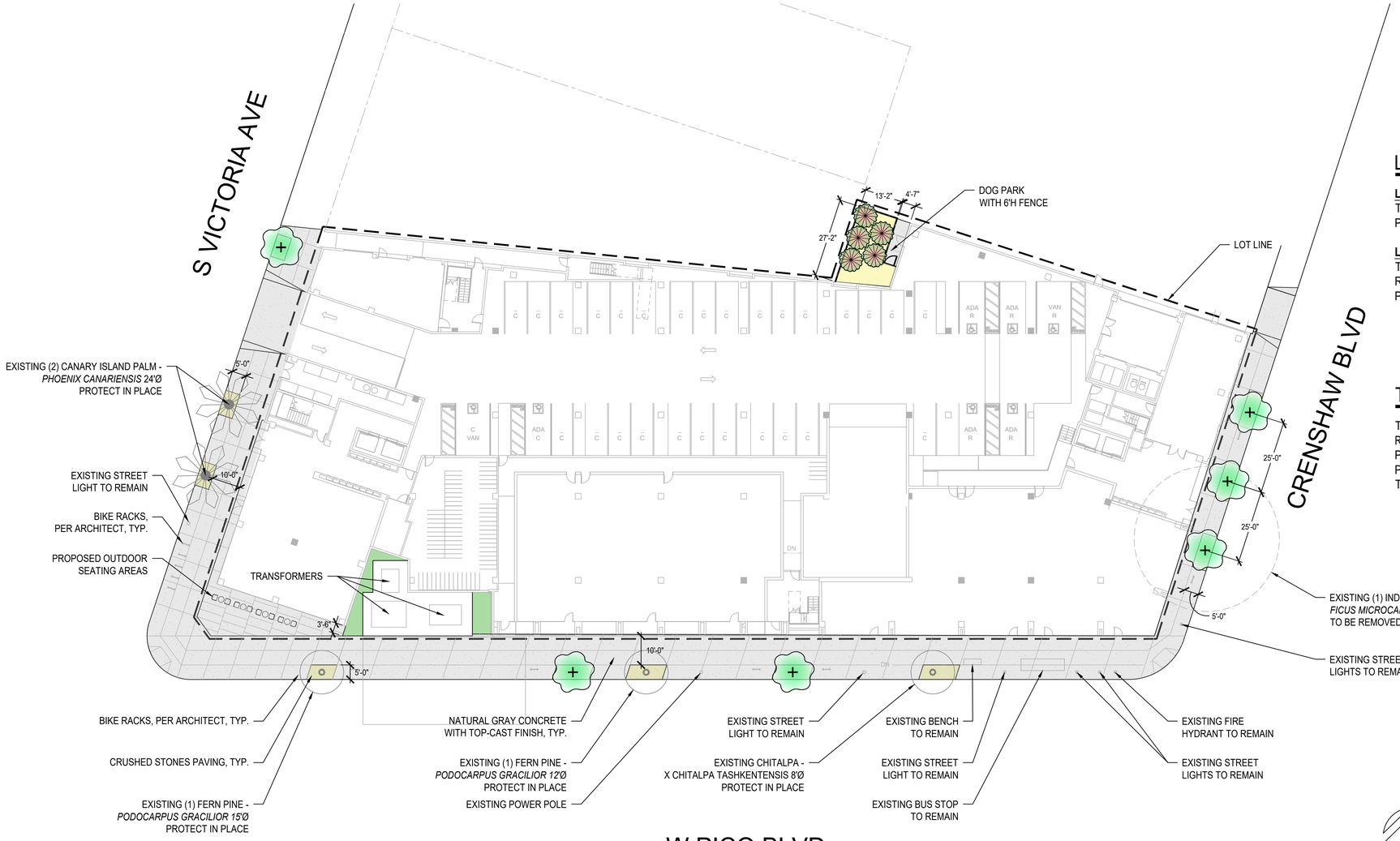
A-4.0

TREE LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	SPACING	QTY	WUCOLS	SIZE IN 5 YRS.	NATIVE TO LA
+	*LIQUIDAMBAR ORIENTALIS* ORIENTAL SWEETGUM	24" BOX	25' MIN.	6	MODERATE	20'W X 30'H	NO
	LOPHOSTEMON CONFERTUS BRISBANE BOX	24" BOX	PER PLAN	5	MODERATE	12'W X 25'H	NO

SHRUB LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	SPACING	QTY	WUCOLS	NATIVE TO LA
	CARISSA MACROCARPA 'GREEN CARPET' GREEN CARPET NATAL PLUM	1 GAL	24" O.C.	24	LOW	NO
	STRELITZIA REGINAE BIRD OF PARADISE	5 GAL	24" O.C.	25	MODERATE	NO



LANDSCAPE AREA REQUIREMENT

LEVEL 1
TOTAL OF COMMON OPEN SPACE (LEVEL 1): 401 SF
PROPOSED LANDSCAPE AREA (LEVEL 1): 401 SF

LEVEL 1 & 4
TOTAL OF COMMON OPEN SPACE (LEVEL 1 & 4): 9,700 SF
REQUIRED LANDSCAPE AREA (25%): 2,425 SF
PROPOSED LANDSCAPE AREA (LEVEL 1 & 4): 2,805 SF

TREE QUANTITY REQUIREMENT

TOTAL OF DU: 220
REQUIRED NUMBER OF 24" BOX TREES (1 FOR EVERY 4 DU): 55
PROPOSED NUMBER OF 24" BOX (MIN.) TREES: 32
PROPOSED NUMBER OF 24" BOX STREET TREES: 6
TOTAL OF PROPOSED NUMBER OF TREES: 38

TRUE NORTH

NORTH

0 10 20 40
SCALE: 1" = 20'-0"

Asulon
Architecture & Design

ARCHITECT
AEBIM (DBA: ASULON ARCHITECTURE & DESIGN)
4010 WATSON PLAZA DRIVE, SUITE 252
LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
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Paul Tran
310.696.8271

LANDSCAPE ARCHITECT

ima

5281 california avenue
suite 350
irvine ca 92617

949.954.7500
949.954.7501 f
www.imadesign.com

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHMIDT
LIC. NO. 1247
SIGNATURE 10-14-24 DATE
Exp. 01-31-27
STATE OF CALIFORNIA

Issue Drawing Log

1	10/15/2024	PLANNING SUBMITTAL
2	01/30/2025	AHRF CORRECTIONS
3	05/06/2025	PLANNING SUBMITTAL
4	06/30/2025	PLANNING SUBMITTAL
5	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

LEVEL 1 CONCEPTUAL LANDSCAPE PLAN

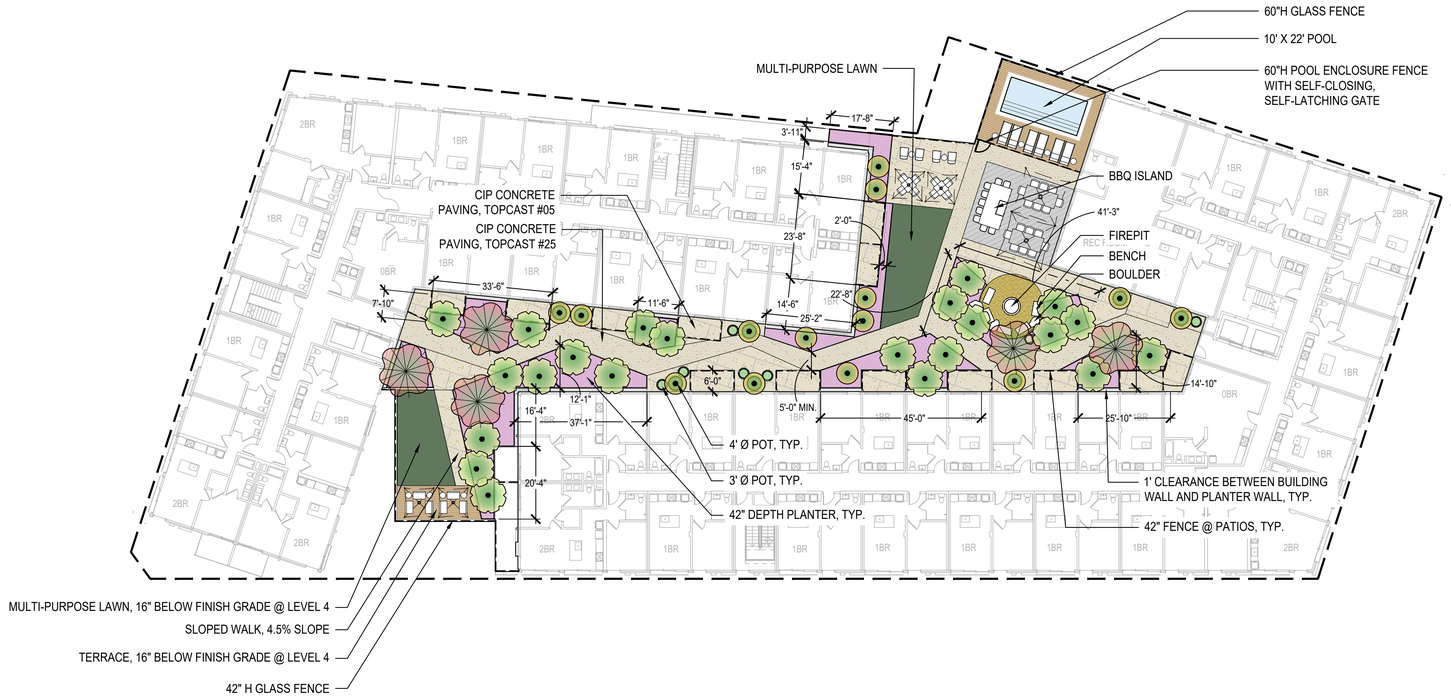
L-1

TREE LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	SPACING	QTY	WUCOLS	SIZE IN 5 YRS.	NATIVE TO LA
	ARBUTUS 'MARINA' MARINA STRAWBERRY TREE	48" BOX	PER PLAN	5	LOW	15'W X 15'H	NO
	HYMENOSPORUM FLAVUM SWEET SHADE	24" BOX	PER PLAN	22	MODERATE	10'W X 20'H	NO

SHRUB LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	SPACING	QTY	WUCOLS	NATIVE TO LA
	ALPINIA ZERUMBET SHELL GINGER	5 GAL	24" O.C.	45	HIGH	NO
	CORDYLINE HYBRIDS CORDYLINE HYBRIDS	5 GAL	24" O.C.	46	MODERATE	NO
	POLYSTICHUM MUNITUM WESTERN SWORD FERN	5 GAL	30" O.C.	90	MODERATE	YES
	PHILODENDRON XANADU XANADU	5 GAL	30" O.C.	85	MODERATE	NO
	SANSEVIERIA TRIFASCIATA SNAKE PLANT	5 GAL	24" O.C.	46	LOW	NO
	STRELITZIA REGINAE BIRD OF PARADISE	5 GAL	30" O.C.	80	MODERATE	NO
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	24" BOX	PER PLAN	14	MODERATE	NO



LANDSCAPE AREA REQUIREMENT

LEVEL 4
TOTAL OF COMMON OPEN SPACE (LEVEL 4): 9,299 SF
PROPOSED LANDSCAPE AREA (LEVEL 4): 2,404 SF

PLANTER DEPTH LEGEND

36" DEPTH PLANTING SPACE

42" DEPTH PLANTING SPACE

IRRIGATION DESIGN STATEMENT

THE IRRIGATION SYSTEM IS DESIGNED TO MEET STATE-MANDATED MWELO AB 1881 CODES. IT IS DESIGNED TO PREVENT OVER-SPRAY OR EXCESS RUNOFF ONTO IMPERVIOUS SURFACES. IT INCLUDES AN IRRIGATION SMART CONTROLLER THAT OPERATES A DEDICATED MASTER VALVE AND FLOW SENSOR WITH DAILY WEATHER ADJUSTMENTS. SHRUBS AND GROUND COVER WILL BE INSTALLED TO ACCOMMODATE LANDSCAPE HYDROZONES AND IRRIGATED WITH HIGH-EFFICIENCY DRIP LINES. TREES WILL BE IRRIGATED WITH LOW-FLOW BUBBLERS ON DEDICATED CONTROL VALVES. QUICK COUPLING VALVES ARE LOCATED THROUGHOUT THE SYSTEM TO PROVIDE INCIDENTAL WATERING OF TREES AND SHRUBS. THE IRRIGATION SYSTEM ALSO INCLUDES ISOLATION VALVES FOR A PARTIAL SHUTDOWN IF NEEDED.

TRUE NORTH

NORTH

0 10 20 40

SCALE: 1" = 20'-0"

Asulon
Architecture & Design

ARCHITECT
AEBIM (DBA: ASULON ARCHITECTURE & DESIGN)
4010 WATSON PLAZA DRIVE, SUITE 252
LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

4201 PICO BLVD
LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

OWNER
4201 Pico Investment, LLC
4201 Pico Blvd, Los Angeles, CA 90019
Paul Tran
310.696.8271

LANDSCAPE ARCHITECT

ima

5281 california avenue
suite 350
irvine ca 92617

949.954.7500
949.954.7501 f
www.imadesign.com

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHMID
C.L.A. NO. 1247
SIGNATURE
10-14-24
DATE
Exp. 01-31-27
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3	05/06/2025	PLANNING SUBMITTAL
4	06/30/2025	PLANNING SUBMITTAL
5	10/01/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

LEVEL 4 CONCEPTUAL LANDSCAPE PLAN

L-2

LEVEL 1


LIQUIDAMBAR ORIENTALIS


LOPHOSTEMON CONFERTUS


PHOENIX RECLINATA


CARISSA MACROCARPA 'GREEN CARPET'


STRELITZIA REGINAE

LEVEL 4



ARBUTUS 'MARINA'


HYMENOSPORUM FLAVUM


STRELITZIA NICOLAI


ALPINIA ZERUMBET


CORDYLINE HYBRIDS


SANSEVIERIA TRIFASCIATA


STRELITZIA REGINAE


PHILODENDRON XANADU


POLYSTICHUM MUNITUM

Asulon
Architecture & Design

ARCHITECT
AEBIM (DBA: ASULON ARCHITECTURE & DESIGN)
4010 WATSON PLAZA DRIVE, SUITE 252
LAKEWOOD, CA 90712
TEL: 310-252-6564

4201 PICO BLVD

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LOS ANGELES, CA 90019

PROJECT NUMBER: 22-001

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LANDSCAPE ARCHITECT

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irvine ca 92617

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949.954.7501 f
www.imadesign.com

REGISTERED LANDSCAPE ARCHITECT
WILLIAM F. SCHULTZ
LIC. NO. 1343
SIGNATURE
10-14-24
DATE
Exp. 01-31-27
STATE OF CALIFORNIA

Issue Drawing Log

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2	01/30/2025	AHRF CORRECTIONS
3	05/06/2025	PLANNING SUBMITTAL
4	06/30/2025	PLANNING SUBMITTAL

Seal

NOT FOR CONSTRUCTION

Sheet Name

CONCEPTUAL
PLANT PALETTE

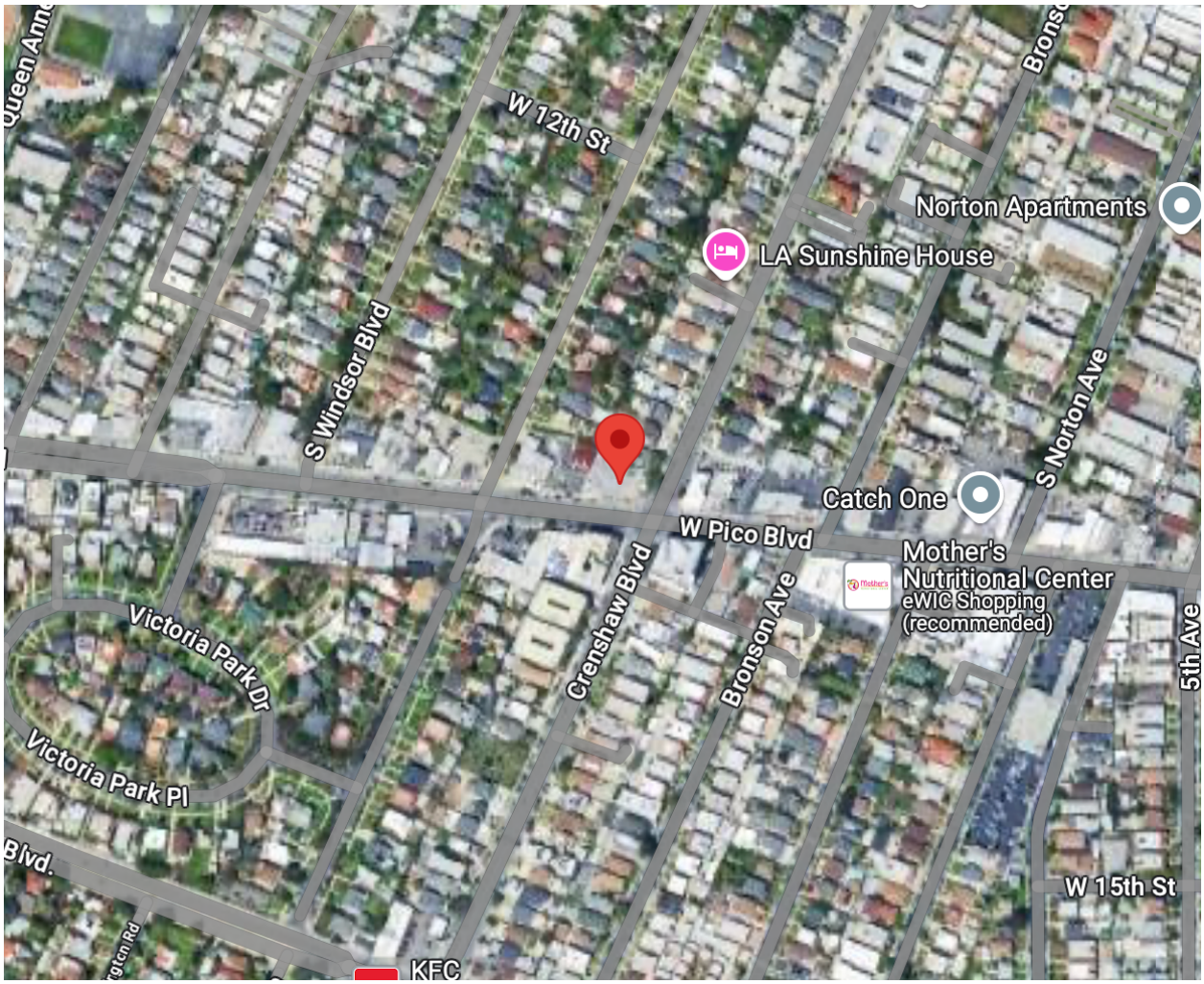
L-4

EXHIBIT B

Maps

Vicinity Map
Radius Map
Zoning Map

Vicinity Map

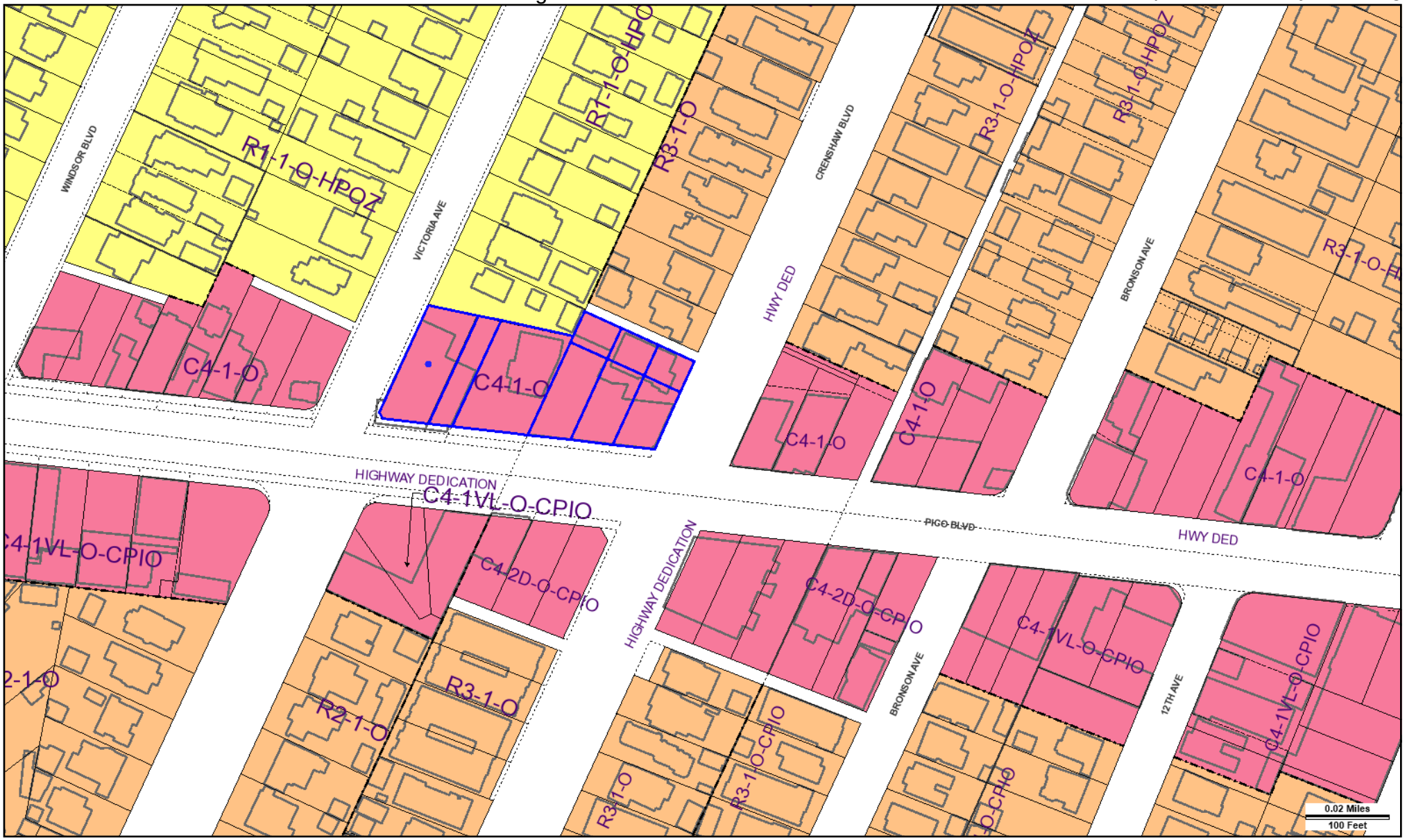


ZIMAS PUBLIC

Generalized Zoning

05/07/2024

City of Los Angeles
Department of City Planning



Address: undefined
APN: 5082024001
PIN #: 129B185 1031

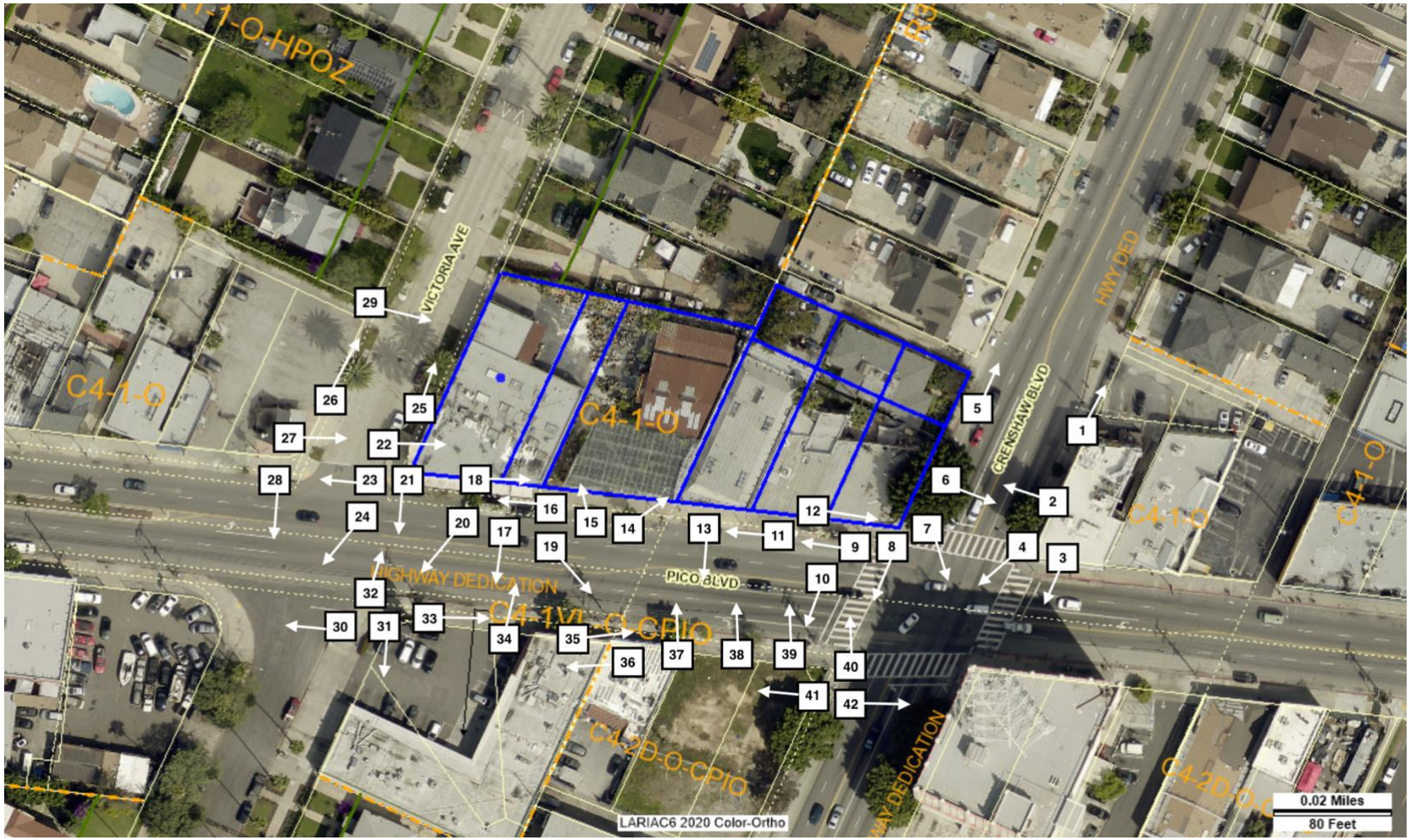
Tract: OXFORD SQUARE
Block: None
Lot: FR 13
Arb: None

Zoning: C4-1-O
General Plan: General Commercial

N
W
E
S

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019

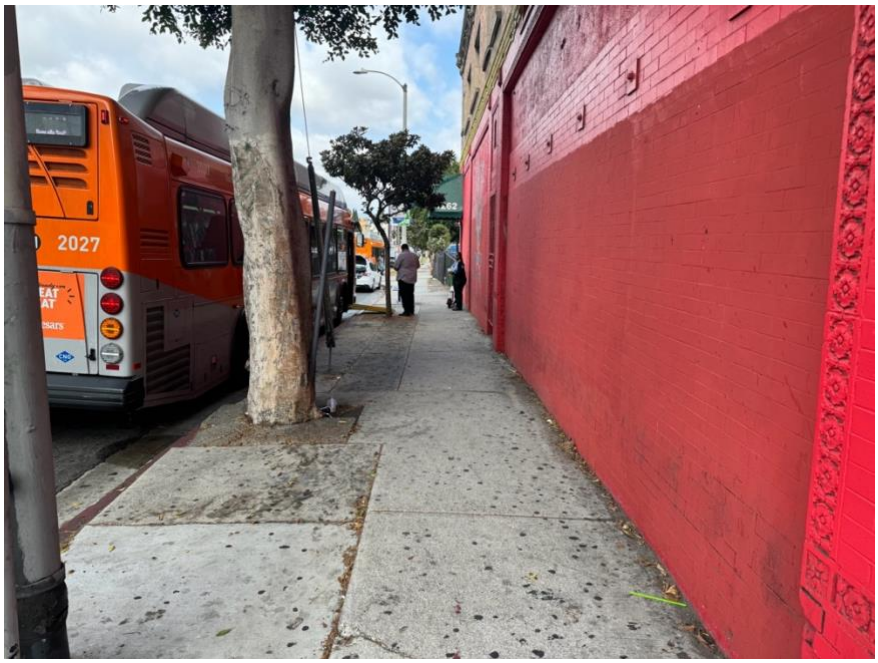


Applicant: 4201 Pico Investments, LLC
4201- 4221 W Pico Blvd
Los Angeles, CA 90019

Prepared by Irvine & Associates, Inc

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



1. Taken from East side of Crenshaw Blvd, facing North along Crenshaw Blvd



2. Taken from East side of Crenshaw Blvd, facing West across Crenshaw Blvd



3. Taken from East side of Crenshaw Blvd, facing South across Pico Blvd



4. Taken from East side of Crenshaw Blvd, facing Southwest across Pico Blvd



5. Taken from East side project site, facing North along Crenshaw Blvd



6. Taken from East side of project site, facing East across Crenshaw Blvd



7. Taken from Southeast corner of project site, facing Southeast across Pico Blvd



8. Taken from Southeast corner of project site, facing South across Pico Blvd



9. Taken from Southeast corner of project site, facing West along Pico Blvd



10. Taken from Southeast corner of project site, facing South across Pico Blvd



11. Taken from Southeast side of project site, facing West along Pico Blvd



12. Taken from Southeast side of project site, facing East along Pico Blvd



13. Taken from South side of project site, facing South across Pico Blvd



14. Taken from South side of project site, facing Northeast into project site



15. Taken from South side of project site, facing Northwest into project site



16. Taken from South side of project site, facing West along Pico Blvd

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



17. Taken from Southwest side of project site, facing South across Pico Blvd



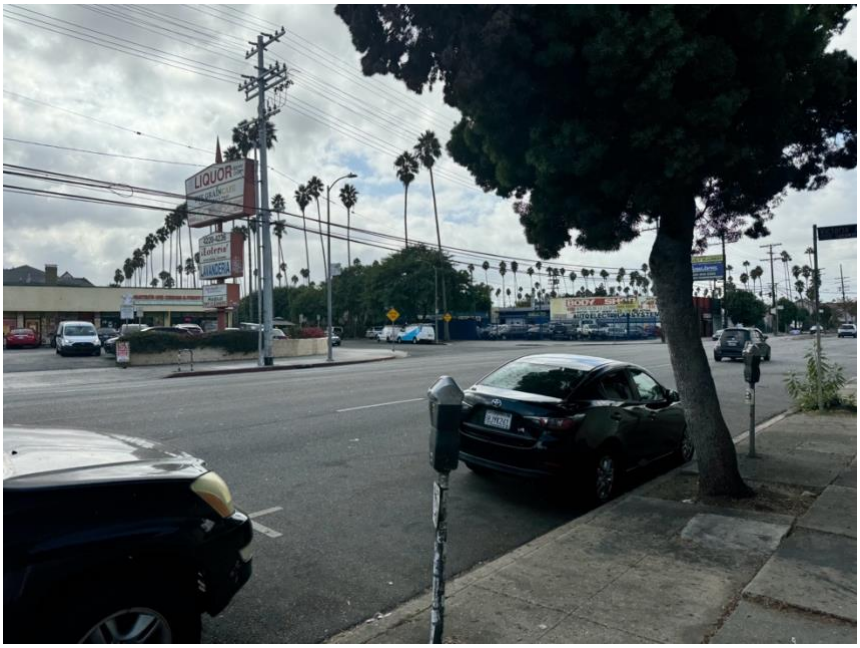
18. Taken from Southwest side of project site, facing East along Pico Blvd

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



19. Taken from Southwest side of project site, facing Southeast across Pico Blvd



20. Taken from Southwest side of project site, facing Southwest across Pico Blvd

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



21. Taken from Southwest corner of project site, facing South across Pico Blvd



22. Taken from Southwest corner of project site, facing East along Pico Blvd



23. Taken from Southwest corner of project site, facing West across Victoria Ave



24. Taken from Southwest corner of project site, facing Southwest across Pico Blvd



25. Taken from Southwest corner of project site, facing North along Victoria Ave



26. Taken from West side of Victoria Ave, facing North along Victoria Ave



27. Taken from West side of Victoria Ave, facing East into project site



28. Taken from West corner of Victoria Ave, facing South across Pico Blvd



29. Taken from West side of Victoria Ave, facing East into project site



30. Taken from Southwest corner of Pico Blvd, facing West across Victoria Ave



31. Taken from Southwest corner of Pico Blvd, facing South into Pico Blvd



32. Taken from Southwest corner of Pico Blvd, facing North into project site



33. Taken from Southwest corner of Pico Blvd, facing East along Pico Blvd



34. Taken from Southwest side of Pico Blvd, facing North into project site



35. Taken from Southwest side of Pico Blvd, facing East along Pico Blvd



36. Taken from South side of Pico Blvd, facing West along Pico Blvd

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



37. Taken from South side of Pico Blvd, facing North into project site



38. Taken from Southeast side of Pico Blvd, facing North into project site



39. Taken from Southeast side of Pico Blvd, facing North into project site



40. Taken from Southeast corner of Pico Blvd, facing North into project site

SITE PHOTO EXHIBIT

Applicant: 4201 Pico Investments, LLC
Site Address: 4201- 4221 W Pico Blvd
Los Angeles, CA 90019



41. Taken from Southeast corner of Pico Blvd, facing West along Pico Blvd



42. Taken from Southeast corner of Pico Blvd, facing East across Crenshaw Blvd

EXHIBIT C

Environmental Documents

(ENV-2025-1088-HES)

APPLICATIONS

HOUSING ELEMENT STREAMLINING CHECKLIST FORM
Project Within the Scope of The Program EIR

OVERVIEW

On November 24, 2021, the City Council certified the Citywide Housing Element 2021-2029 and Safety Element Updates Final Environmental Impact Report (EIR), SCH No. 2021010130, EIR No. ENV-2020-6762-EIR (Program EIR), to adopt the 2021-2029 Citywide Housing Element and the Updates to the Safety Element and the Plan for a Healthy LA (Health Element). Pursuant to CEQA Guidelines Sections 15168(c)(4) and 15168(d), the following Proposed Housing Project has been found to be within the scope of the program analyzed in the Program EIR and its environmental effects are within the scope of environmental impacts assessed in the Program EIR.

For additional information regarding this form, see the Housing Element Streamlining Checklist Form Instructions (CP-4091) at the Department of City Planning Forms Page.

PROPOSED HOUSING PROJECT

Description of Proposed Project:

The Proposed Project involves the construction of an eight-story mixed-use multi-family residential and commercial building with 220 dwelling units and 12,496 square feet of ground floor retail area. Of the 220 dwelling units, 18 units would be reserved for families with “Very Low Income” and 17 units would be reserved for families with “Moderately Low Income.” The Proposed Project would provide a total of 200,882 square feet of floor area resulting in a floor area ratio of 3.86:1. Additionally, the Proposed Project would include a total of 15,800 square feet of open space, 174 vehicle parking spaces, and 162 bicycle parking spaces. The Proposed Project would include one level of at grade parking, with additional parking on the second floor and third floor. Access to the parking garage would be provided via one two-way driveways on Victoria Avenue. There are no protected trees or shrubs on the Project Site. The Proposed Project would provide 38 trees on-site. One public street tree located within the public right-of-way on Crenshaw Boulevard is proposed to be removed and replaced. 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. Construction of the subterranean parking garage would require a haul route for up to 14,000 cubic yards of soil to be exported from the Project Site.

☑ Please check this box if you have provided an attachment with additional project description information to this form.

DETERMINATIONS

Based upon the attached, "Project Within the Scope of the Housing Element Program EIR Checklist and Analysis," the whole of the administrative record on the Proposed Housing Project, and a review and consideration of the Program EIR, the decisionmaker finds all the following statements to be true:

1. This Proposed Housing Project is within the scope of the previously approved program for which the Program EIR was certified.
2. This Proposed Housing Project will have no significant environmental effects not examined in the Program EIR.
3. The Program EIR adequately described the Proposed Housing Project for the purposes of California Environmental Quality Act (CEQA).
4. Pursuant to CEQA Guidelines Section 15162, no substantial changes to the project analyzed in the Program EIR are proposed as part of this Proposed Housing Project. Further, no substantial changes have occurred with respect to the circumstances under which the Program EIR was certified, and no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time that the Program EIR was certified as complete, has become available.
5. All applicable mitigation measures, identified in the Program EIR Mitigation Monitoring Program (MMP), have been incorporated into the Proposed Housing Project or will be made into enforceable obligations on the Proposed Housing Project. A mitigation and monitoring program has been prepared for adoption.

NOTES

Reviewed and Approved by Planning Staff Signature:

Print Planner Name:

Phone Number: **Date:**

ATTACHMENT

PROJECT WITHIN THE SCOPE OF THE HOUSING ELEMENT PROGRAM EIR - CHECKLIST AND ANALYSIS

The following checklist and analysis shall be used to determine if the Proposed Housing Project, described below, is within the scope of the Citywide Housing Element 2021-2029 and Safety Element Updates Final EIR, SCH No. 2021010130, EIR No. ENV-2020-6762 (Program EIR), certified by the City Council.

A. PROPOSED HOUSING PROJECT

A.1 Proposed Housing Project Title:

4201 Pico Boulevard Project

A.2 Proposed Housing Project Description:

The Proposed Project involves the construction of an eight-story mixed-use multi-family residential and commercial building with 220 dwelling units and 12,496 square feet of ground floor retail area. Of the 220 dwelling units, 18 units would be reserved for families with “Very Low Income” and 17 units would be reserved for families with “Moderately Low Income.” The Proposed Project would provide a total of 200,882 square feet of floor area resulting in a floor area ratio of 3.86:1. Additionally, the Proposed Project would include a total of 15,800 square feet of open space, 174 vehicle parking spaces, and 162 bicycle parking spaces. The Proposed Project would include one level of at grade parking, with additional parking on the second floor and third floor. The Proposed Project would provide 38 trees on-site.

A.3 Project Location Description:

The Project Site is located at 4201 – 4225 West Pico Boulevard and 1261 South Crenshaw Boulevard. The Project Site is generally bound by a 12-foot alley and residences to the north, Crenshaw Boulevard to the east, Pico Boulevard to the south, and Victoria Avenue to the west.

A.4 Surrounding Area and Uses:

The properties surrounding the Project Site include a mix of multi-family residential, single-family residential, and commercial/retail buildings.

A.5 Project Contact/Owner Information:

Jonathan Yang - Irvine & Associates

A.6 Document Prepared by:

Parker Environmental Consultants

☑ Check here if additional pages for Section A are attached.

B. PROGRAM EIR BACKGROUND

B.1 CEQA Guidelines Section 15168

The California Environmental Quality Act (CEQA) provides for limited environmental review of subsequent projects under a Program EIR. (CEQA Guidelines Section 15168.) Later activities under a continuing program analyzed in the Program EIR must be examined to determine whether any additional environmental analysis must be conducted. (Guidelines Section 15168(c)(1).) If a lead agency finds that pursuant to Guidelines Section 15162, no subsequent EIR would be required, the lead agency can approve the activity as being within the scope of the project covered by the Program EIR, and no new environmental document would be required. (Guidelines Section 15168(c)(2).) Whether a later activity is within the scope of a Program EIR is a factual question that the lead agency determines based upon substantial evidence in the record. (Guidelines Section 15168(c)(2).) The lead agency shall incorporate feasible mitigation measures from the Program EIR Mitigation and Monitoring Program (MMP) into later activities in the program. (Guidelines Section 15168(c)(3).) Where the later activities involve site specific operations, the lead agency should use a written checklist to determine whether the environmental effects of the site-specific operations are within the scope of the Program EIR. (Guidelines Section 15168(c)(4).)

B.2 Program EIR

In certifying the Program EIR and approving the project, the City Council adopted the following findings related to the scope of the project analyzed in the Program EIR and the types of impacts analyzed:

> *The EIR analyzed the build out of the Regional Housing Needs Assessment (RHNA), that is the build out of 420,327 housing units in eight years (456,643 RHNA minus 36,316 housing units that have received approvals but have not yet been built and/or received the certificate of occupancy [pipeline projects]). The EIR analyzed the program-level impacts from the full build out of the RHNA, as well as the project-level impacts that occur from the development of the types of housing projects that will be developed from build out of the RHNA. The following types of housing projects were analyzed and within the scope of this EIR:*
>
> - *Multi-family residential, ranging from small apartment buildings with two to 10 units, medium apartment buildings with between 11-49 units, large apartment buildings with between 50-200 units, or larger apartment buildings and high-rise structures with more than 200 units.*
> - *Single-family residential, ranging in size and scale from smaller single-family homes to larger single-family homes, small-lot subdivisions and new single subdivisions.*
> - *Accessory dwelling units (ADUs), including attached ADUs, detached ADUs, Junior ADUs, ADUs converted from existing floor area, multiple ADUs on lots with existing multi-family dwellings, and Movable Tiny Homes.*
> - *The mixed-use development ranges in size and scale from neighborhood commercial mixed-use with smaller nonresidential uses, to high-rise mixed-use with larger nonresidential uses.*

- *Conversion and/or rehabilitation of existing nonresidential, residential, or mixed-use structures to be used for housing.*

Housing types for different income levels were analyzed, including single-resident occupancy and affordable housing that may be for families, seniors, residents with special needs or permanent supportive housing. The EIR also analyzed the impacts from various locations, geographies, and environments where build out of the RHNA could occur, including the following:

- *Sites currently zoned for residential uses, including multi-family and single-family uses;*
- *Sites currently zoned for commercial uses, which permit residential uses;*
- *Sites currently zoned for hybrid industrial uses, which permit joint live-work residential uses;*
- *Non-vacant sites, and sites with existing housing;*
- *Sites located near public transit;*
- *Sites located in a Historic Preservation Overlay Zone (HPOZ)*
- *Sites located in areas with special environmental considerations, such as areas located by Open Space, Hillside Areas, Very High Fire Hazard Severity Zones (VHFHSZ) or Coastal Zones.*

To analyze project-level impacts on the environment from the variety of housing types and locations that could potentially be built to accommodate the RHNA citywide, the City established a team of experienced project planners who have experience in reviewing environmental documents and analyzing or consulting on environmental impacts for housing projects, as well as other development types, across the entire City geography, including project planners who work in the Major Projects Section, who are responsible for reviewing and preparing all EIRs citywide for the Planning Department; planners who work in the Citywide Environmental Policy Unit who are responsible for advising on all CEQA impact issues, training and advising planners on preparing CEQA clearances; as well as project planners who review and prepare exemptions, negative declarations, mitigated negative declarations, and sustainable communities environmental assessments (SCEAs) within specific geographies in the City. After assembling this consulting team, the City surveyed the thousands of environmental assessments that have been prepared in the last five years for housing development of the type that will build out the RHNA and selected 54 case studies to discuss in the EIR which identify both the typical- and worst-case environmental impacts from housing development. In the survey of environmental assessments, it was determined that the City reviews hundreds of discretionary housing projects every year for CEQA compliance, that the largest majority of housing projects do not require mitigation, as many housing development projects are found to be exempt from CEQA (specifically, hundreds of categorical exemptions are used for small to medium scale housing projects, including Class 32 for infill projects up to 75 units or less); and less than 10 percent of discretionary housing projects require an EIR due to significant and unavoidable impacts. Based on this, the case studies are more heavily weighted toward larger-scale projects or those in sensitive environments that are more likely to have significant impacts. Smaller projects in more urban infill areas typically do not require an EIR, a mitigated negative declaration, or SCEA, unless there are specific site conditions, such as historical resources, site contamination, or archaeological resources, that

raise potential environmental impact concerns. The case studies, which include EIRs, mitigated negative declarations, and SCEAs, were selected based on the type of project (e.g., multi-family residential, single-family residential, ADUs, mixed-use development, and conversion and/or rehabilitation), scale of project (single-family to large tower/mixed use), locations with the broadest range of geographies and environmental conditions, and levels of development and density (hillsides, urban, regional centers, coastal, and suburban areas), as well as projects that include income-restricted projects. The intent was to be conservative and identify all of the reasonably foreseeable ways housing can result in environmental impacts in the City, as well as identify the best mitigation measures developed to address those impacts. The City finds the case studies reviewed in the EIR and their identified level of impacts (i.e., no impacts, less than significant impacts, less than significant impacts with mitigation, and significant and unavoidable impacts) are representative of the typical- and worst-case environmental impacts of housing development to be built to accommodate the RHNA. Also, the City finds that it is not reasonably foreseeable that housing development that will build out the RHNA will have significant impacts in those impact categories that were scoped out in the Initial Study (Appendix A to the FEIR). Additionally, the City finds the mitigation measures, developed in the EIR and included in the MMP, to be used by projects within the scope of the EIR, are comprehensive and based on the screening criteria included in those mitigation measures, further studies, and performance standards will, in a majority of circumstances, reduce environmental impacts from housing development to less than significant. However, based on the findings below and the EIR analysis, even with the application of the mitigation measures in the MMP, significant impacts identified in the Program EIR Findings can still occur from housing development of all types throughout the City. The City Council finds the EIR has analyzed and identified the significant impacts that are reasonably foreseeable from housing development in the City for the types of housing projects (described above) that will accommodate the RHNA. (Appendix A: Citywide Housing Element 2021-2029 and Safety Element Updates Final EIR, CEQA Findings of Facts and Statement of Overriding Considerations.)

Additional information regarding the analysis of the impacts from housing projects or the Housing Element Program and build-out of the RHNA is provided in Environmental Analysis, Section 4.0, of the Draft EIR.

B.3 Environmental Impacts Analyzed in the Program EIR

The environmental impacts analyzed and the impact conclusions identified for Projects within the Scope of the Program EIR are shown in Appendix A, CEQA Findings of Facts and Statement of Overriding Consideration for the 2021-2029 Citywide Housing Element and Safety Element Updates, and in the Program EIR, which may be found at https://planning.lacity.org/development-services/eir.

B.4 Program EIR Mitigation Measures

The City Council adopted the MMP for the 2021-2029 Housing Element, provided in Appendix B. The MMP provides that, subject to City authority, the applicable mitigation measures in the MMP shall be imposed as conditions of approval for a project analyzed as a subsequent approval pursuant to CEQA Guidelines Section 15168.

C. FINDING THAT THE PROPOSED HOUSING PROJECT IS A PROJECT WITHIN THE SCOPE OF THE PROGRAM FOR WHICH THE PROGRAM EIR WAS CERTIFIED

Check all of the boxes in Table C-1 that describe the Proposed Housing Project:

Table C-1

☑	**Multi-family residential development** – Range from small apartment buildings with two to 10 units, medium apartment buildings with between 11-49 units, large apartment buildings with between 50-200 units, or larger apartment buildings and high-rise structures with more than 200 units
☐	**Single-family residential development** – Range in size and scale from smaller single-family homes to larger single-family homes, small lot subdivisions, and new single-family subdivisions
☐	**Accessory dwelling unit (ADU**) - Include attached ADUs, detached ADUs, Junior ADUs, ADUs converted from existing floor area, multiple ADUs on lots with existing multi-family dwellings, and Movable Tiny Houses
☑	**Mixed-use development** - Range in size and scale from neighborhood commercial mixed use with smaller nonresidential uses, to high-rise mixed-use with larger nonresidential uses
☐	**Conversion and/or rehabilitation** – Existing nonresidential, residential and mixed-use structures to be converted/rehabilitated for housing
☑	**Housing type for different income levels**, including single-resident occupancy and affordable housing that may be for families, seniors, residents with special needs or permanent supportive housing

CONCLUSION

Check one of the following:

☑ AT LEAST ONE BOX IN TABLE C-1 IS CHECKED

The Proposed Housing Project is within the scope of the program that was analyzed in the Program EIR. Go to Section D and E to determine if the site-specific environmental effects of the Proposed Housing Development are within the scope of the Program EIR.

☐ NONE OF THE BOXES IN TABLE C-1 ARE CHECKED

The Proposed Housing Project is not within the scope of the program that was analyzed in the Program EIR. A separate environmental analysis is required.

D. MITIGATION MEASURES APPLICABLE TO THE PROPOSED HOUSING PROJECT

The following mitigation measures (MMs) from the MMP (Appendix B) are relevant and applicable to the Proposed Housing Project based on the mitigation measure thresholds of applicability and based on a review of the Proposed Housing Project:

Check all MMs from the MMP that apply to the Project and provide a brief explanation of why any mitigation measures are not triggered by the applicability standard in the mitigation measure:

Mitigation Measure		Applies to Proposed Housing Project
Air Quality		
4.2-2(a)	Construction Emissions Reduction	☑ Yes ☐ No
4.2-2(b)	Operations Emissions Reduction	☐ Yes ☑ No
4.2-3	Construction TAC Reduction Measures	☐ Yes ☑ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		

Mitigation Measure		Applies to Proposed Housing Project
Biological Resources		
4.3-1(a)	Biological Resources Reconnaissance Survey and Reporting	☐ Yes ☑ No
4.3-1(b)	Sensitive Species/Habitat Avoidance: Pre-Construction Bird Nest Surveys, Avoidance, and Notification	☐ Yes ☑ No
4.3-1(c)	Focused Surveys for Rare Plants	☐ Yes ☑ No
4.3-1(d)	Adaptive Management Plan	☐ Yes ☑ No
4.3-2(a)	Habitat Mitigation and Monitoring Plan	☐ Yes ☑ No
4.3-2(b)	Protected Tree and Tree Canopy Survey	☑ Yes ☐ No

Brief explanation:

See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.

Mitigation Measure		Applies to Proposed Housing Project
Cultural Resources		
4.4-1(a)	Identification of Built-Environment Historical Resources	☐ Yes ☑ No
4.4-1(b)	Rehabilitation of Historical Resources	☐ Yes ☑ No
4.4-1(c)	Design Requirements for New Construction	☐ Yes ☑ No
4.4-1(d)	Relocation and Rehabilitation of Historical Resources	☐ Yes ☑ No
4.4-1(e)	Historic American Building Survey Documentation	☐ Yes ☑ No
4.4-1(f)	Interpretive Program	☐ Yes ☑ No
4.4-1(g)	Construction Monitoring, Salvage, and Reuse	☐ Yes ☑ No
4.4-1(h)	Temporary Protective Relocation	☐ Yes ☑ No
4.4-1(i)	Excavation and Shoring Plan	☐ Yes ☑ No
4.4-1(j)	Structural Construction Monitoring	☐ Yes ☑ No
4.4-2	Archaeological Resources	☐ Yes ☑ No

Brief explanation:

See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.

Mitigation Measure		Applies to Proposed Housing Project
Geology and Soils		
4.5-1(a)	Paleontological Procedures for Discretionary Projects	☐ Yes ☑ No
4.5-1(b)	Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring	☐ Yes ☑ No
4.5-1(c)	Construction Monitoring	☐ Yes ☑ No
4.5-1(d)	Fossil Discovery, Salvage, and Treatment	☑ Yes ☐ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		
Hazards and Hazardous Materials		
4.7-2(a)	Environmental Site Assessment	☐ Yes ☑ No
4.7-2(b)	Site Remediation and Health and Safety Plan	☐ Yes ☑ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		

Mitigation Measure		Applies to Proposed Housing Project
Hydrology and Water Quality		
4.8-1	Drainage Pattern Alterations and Flood Control	☐ Yes ☑ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		
Noise		
4.10-1(a)	Noise Shielding and Silencing	☑ Yes ☐ No
4.10-1(b)	Use of Driven Pile Systems	☐ Yes ☑ No
4.10-1(c)	Enclosures and Screening	☑ Yes ☐ No
4.10-1(d)	Construction Staging Areas	☑ Yes ☐ No
4.10-1(e)	Temporary Sound Barriers	☑ Yes ☐ No
4.10-1(f)	Project-Specific Construction Noise Study	☑ Yes ☐ No
4.10-2	Project-Specific Operational Noise Study	☑ Yes ☐ No
4.10-3(a)	Vibration Control Plan	☐ Yes ☑ No
4.10-3(b)	Vibration Mitigation	☑ Yes ☐ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		

Mitigation Measure		Applies to Proposed Housing Project
Public Services		
4.12-1(a)	Design Plans Review	☐ Yes ☑ No
4.12-1(b)	Emergency Access	☐ Yes ☑ No
4.12-1(c)	Hillside Fire/Vegetation Management Plan	☐ Yes ☑ No
4.12-1(d)	Submittal of Plot Plan	☐ Yes ☑ No
4.12-2(a)	Crime Prevention Unit Consultation	☑ Yes ☐ No
4.12-2(b)	Security During Construction	☑ Yes ☐ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		
Transportation		
4.14-1	Construction Management Plan	☑ Yes ☐ No
4.14-2	Transportation Demand Management Program	☑ Yes ☐ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		

Mitigation Measure		Applies to Proposed Housing Project
Tribal Cultural Resources		
4.15-1(a)	Native American Consultation and Monitoring for Discretionary Projects	☐ Yes ☑ No
4.15-1(b)	Discovery of Potential Tribal Cultural Resources	☑ Yes ☐ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		
Wildfire		
4.17-1	Hillside Construction Staging and Parking Plan	☐ Yes ☑ No
4.17-3	Undergrounding of Power Lines in and Near an SRA and VHFHSZs	☐ Yes ☑ No
Brief explanation: See Appendix A, Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures, attached.		

Substitute Mitigation Measures

THE APPLICANT FOR THE PROPOSED HOUSING PROJECT IS PROPOSING SUBSTITUTED MITIGATION MEASURES FOR ANY OF THE MITIGATION MEASURES THAT ARE CHECKED ABOVE

☐ Yes ☑ No

If YES, include the substituted mitigation measures below, with the necessary findings showing the mitigation measure is equal or more effective to the mitigation measures in the Mitigation Measure Program at reducing the significant impact to less than significant and no new significant impact will result from the substitution:

Any attachments or technical studies that support findings will need to be printed out and attached to the Appendix and will be included in the project file.

THE APPENDIX WILL BE FILLED OUT ☐ Yes ☐ No

Planner to fill out the Appendix page at the end of the checklist to list any substituted measures and any additional pages to support findings.

CONCLUSION

Check one of the following (Note: this may require the analysis in Section E to be completed first):

☐ None of the mitigation measures from the MMP are applicable to the Proposed Housing Project.

☐ All applicable mitigation measures (including substitute measures) will be imposed on the Proposed Housing Project through conditions of approval, or have already been incorporated into the Proposed Housing Project.

☑ Not all applicable mitigation measures will be imposed on the Proposed Housing Project through conditions of approval, or have already been incorporated into the Proposed Housing Project.

E. FINDING THAT SITE SPECIFIC EFFECTS FROM THE PROPOSED HOUSING PROJECT WERE ANALYZED IN THE PROGRAM EIR

E.1 Screening Criteria

The following screening questions shall be answered to evaluate whether the Proposed Housing Project has the potential for site-specific or project-specific circumstances or conditions to result in an environmental effect not examined in the Program EIR. If any of the following questions are answered 'Yes', further analysis will be required in Section E.2.

a. Do any mitigation measures from the MMP require further analysis or study?

☑ Yes ☐ No

If **Yes**, prepare any studies and conduct any analysis required by the mitigation measure, per Section E.2.

b. Does the Proposed Housing Project lack compliance with a mitigation measure (including a substitute mitigation measure) identified as applicable to the Proposed Housing Project in Section D?

☐ Yes ☑ No

If **Yes**, determine if the environmental effect was examined in the Program EIR, per Section E.2.

c. Would the Proposed Housing Project require a variance or specific plan exception to provide relief from a standard required to protect scenic resources or scenic quality in an adopted Code, Specific Plan, or overlay ordinance (e.g., the Mulholland Scenic Parkway Specific Plan, the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan)?

☐ Yes ☑ No

If **Yes**, conduct an analysis of Questions I.a and I.c in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

d. Would the Proposed Housing Project involve the modification or destruction of a scenic resource or obstruction of public view of a scenic resource?

☐ Yes ☑ No

If **Yes**, conduct an analysis of Questions I.a and I.c in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

e. Would the Proposed Housing Project involve rezoning agriculturally zoned land?

☐ Yes ☑ No

If **Yes**, conduct an analysis of Question II.b in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the

Program EIR, per Section E.2.

f. Would the Proposed Housing Project be within 50 feet of a fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map?

☐ Yes ☑ No

If **Yes**, conduct an analysis of Question VII.a.i in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

g. Would the Proposed Housing Project result in significant impacts to VMT using the thresholds and methodology provided in the LADOT Transportation Assessment Guidelines?

☐ Yes ☑ No

If **Yes**, conduct an analysis of VMT to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

h. Would the Proposed Housing Project have peculiar or unique project or site characteristics from those analyzed in the Program EIR that could result in an effect not examined in the Program EIR (e.g., projects that conflict with an adopted Airport Land Use Plan or Water Quality Management Plan, or sites in use for mineral resource recovery (does not include oil and gas), projects involving septic tanks)?

☐ Yes ☑ No

If **Yes**, conduct an analysis to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

i. Is the project located within one mile of a freeway offramp and does it require a transportation assessment by the Los Angeles Department of Transportation (DOT)?[1]

☑ Yes ☐ No

If **Yes**, conduct an analysis of freeway queueing, as required by DOT, to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

[1] Transportation assessments are typically required if the project would both generate a net increase of 250 or more daily vehicle trips and would result in a net increase in daily VMT. DOT would also require a transportation assessment if the project is replacing an existing number of residential units with a smaller number of residential units, and the proposed project is located within one-half mile of a heavy rail, light rail, or bus rapid transit station.

CONCLUSION

After finishing review of the screening questions in Section E.1, check one of the following boxes.

☐ **ALL SCREENING QUESTIONS ARE MARKED 'NO'**

Pursuant to CEQA Guidelines Section 15168(c)(4), the environmental effects of the Proposed Housing Project were within the scope of the Program EIR. Prepare a Mitigation and Monitoring Program for the Proposed Housing Project. No further analysis is required.

☑ **ONE OR MORE SCREENING QUESTIONS ARE MARKED 'YES'**

Go to Section E.2.

E.2 Analysis to Determine if the Proposed Housing Project Would Have Effects Not Examined in the Program EIR

Instructions:

Conduct all analysis required in Section E.1 to determine if the Proposed Housing Project would have one or more environmental site- or project-specific effect(s) not examined in the Program EIR.

The following site- or project-specific effects are not effects that were examined in and within the scope of the Program EIR:

- a significant impact that would result because the Proposed Housing Project will not comply with a mitigation measure found applicable to the Proposed Housing Project from Appendix B, or will not comply with a substituted mitigation measure of equal or equivalent effectiveness (see Conclusion in Section D).
- a significant impact in an impact category found in the Program EIR to be less than significant, less than significant with mitigation, or have no impact;
- a significant impact that cannot be mitigated to less than significant with mitigation measures in Appendix B or by a substituted mitigation measure, in any of the following impact categories, which are impacts that by their nature would have impacts unique to the resource(s):
    - to a historical resource;
    - to a biological resource;
    - to an archaeological resource;
    - to a paleontological resource;
    - to tribal cultural resources;
    - related to hazardous materials; or
    - related to wildfires.

Without limitation, the following effects from a Proposed Housing Project are effects examined in and within the scope of the Program EIR:

- a significant and unavoidable impact related to criteria pollutant air quality standards from construction NOx, PM_{10} and $PM_{2.5}$ emissions;

- a significant and unavoidable impact related to criteria pollutant air quality standards from operational NOX, VOC, PM_{10}, and $PM_{2.5}$ emissions; or
- a significant and unavoidable impact (project or cumulative) related to construction and operational noise or vibration impacts.

CONCLUSION

Based on the analysis above, and the whole of the administrative record, substantial evidence supports that (check one):

☑ **THE PROPOSED HOUSING PROJECT <u>WILL NOT</u> HAVE EFFECTS NOT EXAMINED IN THE PROGRAM EIR.**

The Proposed Housing Project is fully within the scope of the program and its impacts were examined in the Program EIR. Prepare a Mitigation and Monitoring Program for the Proposed Housing Project for all mitigation measures identified in Subsection D and E, as applicable. No additional environmental analysis documents need to be prepared.

☐ **THE PROPOSED HOUSING PROJECT <u>WILL</u> HAVE ONE OR MORE EFFECTS NOT EXAMINED IN THE PROGRAM EIR.**

A tiered negative declaration or tiered environmental impact report will be prepared for the following environmental effect(s) pursuant to CEQA Guidelines Section 15152:

Impacts to be Analyzed in Tiered CEQA Clearance:

All other effects are within the scope of the Program EIR and require no further analysis pursuant to CEQA Guideline Section 15152. The analysis provided herein shall be relied upon, in part, to support adoption of the tiered document as only being required to analyze the above listed impact(s).

APPENDIX

SUBSTITUTED MITIGATION MEASURES

List any Substituted Mitigation Measures, if any, along with any additional documents to support findings in the section below:

ANALYSIS

Complete, as applicable, based on Sections E.1 and E.2 above. Please attach any technical studies required and summarize the impact and the required mitigation measures and/or monitoring program for the Proposed Housing Project.

The following analysis is provided as required based on the following questions from Section E.1 and E.2:

Appendix A: Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigated Measures

Appendix B: Air Quality Impact Analysis

Appendix C: Construction and Operational Noise Study

Appendix D: Traffic Impact Analysis Report

APPENDIX A

Expanded Project Description and Applicability of Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures

EXPANDED PROJECT DESCRIPTION

Environmental Setting

Project Location

The Project Site is located in the Wilshire Community Plan area within the City of Los Angeles (City). The Project Site encompasses five parcels, which includes approximately 43,448 square feet of gross lot area (1.00 acre). The Project Site is generally bound by a 12-foot alley and residences to the north, Crenshaw Boulevard to the east, Pico Boulevard to the south, and Victoria Avenue to the west. The Project Site's property addresses, Assessor's Parcel Numbers (APNs), land uses, and lot area are summarized in Table 1, Summary of Project Site, below.

Table 1
Summary of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
N/A	5082-024-001	Single-story industrial warehouse building	8,441.6
4221 W. Pico Boulevard 4215 W. Pico Boulevard 4225 W. Pico Boulevard	5082-024-016	Single-story industrial warehouse building	15,264.6
4213 W. Pico Boulevard 4211 W. Pico Boulevard	5082-024-017	Single-story commercial building	5,473.4
4209 W. Pico Boulevard 4207 W. Pico Boulevard 4203 W. Pico Boulevard 4201 W. Pico Boulevard	5082-024-018	Single-story commercial building	8,547.8
1261 S. Crenshaw Boulevard	5082-024-019	Single-family residence	5,720.8
		Total Lot Area	**43,448.2 sf**
Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed February 2025.			

Regional access to the Project Site is provided by the Interstate 10 (I-10) Freeway, located approximately one mile to the south.

Local street access is provided by the grid roadway system surrounding the Project Site. The City's General Plan and Mobility Plan 2035 classify street designations in the Project Site vicinity. West Pico Boulevard is an east-westbound street and borders the Project Site to the south. It is a two-way street providing two travel lanes in each direction and is classified as an Avenue I roadway in the City's Mobility Plan. South Crenshaw Boulevard is a north-south bound street and borders the Project Site to the east. It is a two-way street providing two travel lanes in each direction and is classified as an Avenue II roadway in the City's Mobility Plan. South Victoria Avenue is a north-south bound street and borders the Project Site to the west. It is a two-way street providing one travel lane in each direction and is classified as a Local Street in the City's

Mobility Plan. On-street metered parking is provided along West Pico Boulevard and South Victoria Avenue with some restrictions.

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 20 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 with qualified urban uses, 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. As state law, SB 743 supersedes the aesthetic impact thresholds in the *CEQA Statute and Guidelines*, including those established for aesthetics, obstruction of views, shading,[1] and nighttime illumination.

The Project Site is an infill site within a Transit Priority Area (TPA), as defined by CEQA, because it is within one half-mile of a Major Transit Stop as defined by CEQA (Public Resource Code (PRC) Section 21099(a)(7)).[2] Specifically, the roadways adjacent to the Project Site are served by several bus lines that are managed by multiple transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Santa Monica Big Blue Bus. These include the following bus lines within a "reasonable walking distance" (approximately one-half mile) from the Project Site: Metro bus lines 30, 33, 310, and Santa Monica Big Blue Bus Line 7 and Rapid 7. Due to its proximity to the aforementioned bus stops, the Project Site is easily accessible and highly connected with the City and the greater Los Angeles area.

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[1] *CEQA Statute and Guidelines Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The L.A. CEQA Thresholds Guide, however, considers shade and shadow impacts to be a type of aesthetic visual character impact under question 1c of Appendix G. The City has issued ZI No. 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts.*

[2] *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, accessed January 2025.*

Zoning and Land Use Designation

The Project Site is zoned C4-1-O with land use designations of General Commercial and Neighborhood Office Commercial. The Project Site is located in Height District No. 1, which does not impose a height restriction in feet nor stories but restricts development to an allowable 1.5:1 floor area ratio (FAR). The "O" Zone overlay designation allows for oil well production uses. No oil drilling activities has historically occurred or currently occur on the Project Site.

The Project Site is located within a Transit Priority Area (ZI-2452). The Project Site is also subject to the Wilshire Community Plan; Housing Element Sites (ZI-2512); the Prior Housing Element Sites – Ministerial Approval Area (ZI-2535); a Lower Income Rezoning Housing Element Site (ZI-2534); the Mid City Recovery Redevelopment Project Area (ZI-2488); and the Mid City Recovery (Billboard) Redevelopment Project Area (ZI-2280).

Existing Site Conditions

The Project Site is currently improved with a single-family residential building, one-story commercial and industrial warehouse buildings, and associated surface parking. The existing uses on the Project Site are currently vacant, aside for one commercial building totaling 1,350 square feet. There are two vehicular driveways along Pico Boulevard and one vehicular driveway along Victoria Avenue.

Surrounding Land Uses

Properties surrounding the Project Site are either zoned C4-1-O with a General Plan land use designation of Neighborhood Office Commercial and General Commercial; R1-1-O-HPOZ with a General Plan land use designation of Low II Residential; R3-1-O with a General Plan land use designation of Medium Residential; C4-1VL-O-CPIO with a General Plan land use designation of Neighborhood Commercial; or C4-2D-O-CPIO with a General Plan land use designation of Community Commercial. The properties surrounding the Project Site include a mix of multi-family residential, single-family residential, and commercial/retail buildings that range in height from one- to eight-stories above grade. Below is a description of the existing conditions in the surrounding area.

North: The Project Site is immediately bordered by single-family and multi-family residences to the north. The residences fronting Crenshaw Boulevard are zoned R3-1-O with a General Plan land use designation of Medium Residential; and the residences fronting Victoria Avenue are zoned R1-1-O-HPOZ with a General Plan land use designation of Low II Residential. The eastern half of the Project Site is also immediately bordered by a 12-foot alley to the north.

East: The Project Site is immediately bordered by Crenshaw Boulevard to the east. Across Crenshaw Boulevard are single-family and multi-family residences. These residences are

zoned R3-1-O-HPOZ with a General Plan land use designation of Medium Residential. Additionally, commercial buildings are located to the east of the Project Site fronting Pico Boulevard. These properties are zoned C4-1-O with a General Plan land use designation of Neighborhood Office Commercial.

South: Pico Boulevard immediately borders the Project Site to the south. Across Pico Boulevard is a five-story multi-family residential building zoned C4-2D-O-CPIO with a General Plan land use designation of Community Commercial. Multiple one-story commercial/retail buildings also front Pico Boulevard and are zoned C4-1VL-O-CPIO with a General Plan land use designation of Neighborhood Office Commercial. Additionally, an eight-story public storage building is located southeast of the Project Site, fronting Pico Boulevard. This property is zoned C4-2D-O-CPIO with a General Plan land use designation of Community Commercial.

West: Victoria Avenue immediately borders the Project Site to the west. Further west are single-family residences. These residences are zoned R1-1-O-HPOZ with a General Plan land use designation of Low II Residential. Additionally, commercial buildings are located to the west of the Project Site fronting Pico Boulevard. These properties are zoned C4-1-O with a General Plan land use designation of General Commercial.

Project Overview

The Proposed Project involves the construction of an eight-story mixed-use multi-family residential and commercial building with 220 dwelling units and 12,496 square feet of ground floor retail area. Of the 220 dwelling units, 18 units would be reserved for families with "Very Low Income" and 17 units would be reserved for families with "Moderately Low Income." The Proposed Project would provide a total of 167,900 square feet of floor area resulting in a floor area ratio of 3.86:1. Additionally, the Proposed Project would include a total of 15,800 square feet of open space, 174 vehicle parking spaces, and 162 bicycle parking spaces. The Proposed Project would include parking on the ground floor and second floor. Access to the parking garage would be provided via one two-way driveway on Victoria Avenue. There are no protected trees or shrubs on the Project Site. The Proposed Project would provide 38 trees on-site. One public street tree located within the public right-of-way on Crenshaw Boulevard is proposed to be removed and replaced. 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.

A summary of the Proposed Project is provided in Table 2, Proposed Development Program, below.

Table 2
Proposed Development Program

Land Uses	Quantity	Proposed Floor Area (Square Feet)
Proposed Project		
Residential		
Studio	16 du	**155,404 sf**
One-Bedroom	165 du	
Two-Bedroom	38 du	
Three-Bedroom	1 du	
Total	**220 du**	
Commercial		
	Ground-Floor Retail	**12,496 sf**
	Total Floor Area:	**167,900 sf (3.86:1 FAR)**

Notes: du = dwelling unit; sf = square feet
Source: Asulon Architecture & Design, October 1, 2025.

Floor Area

The Project Site includes a gross lot area of 43,448 square feet. According to the C4 zone standards, the Project Site is limited to a floor area ratio (FAR) of 1.5:1. The Applicant is requesting an Off-Menu Incentive under the Density Bonus Law to permit an increase in the allowable FAR from 1.5:1 to 3.86:1. The Proposed Project would include 167,900 square feet of building floor area, which would result in a 3.86:1 FAR.

Density

The Project Site includes a gross lot area of 43,448 square feet, however, pursuant to LAMC Section 12.22 C.16, the area of one-half of the alley may be included for purposes of calculating density. Thus, for purposes of calculating residential base density, the Project Site includes the gross lot area in addition to one-half of the adjacent alley. Therefore, residential base density is calculated with a lot area of 44,305 square feet. For projects in the C4 zone, residential uses are limited to one dwelling unit per 400 square feet, or approximately 111 dwelling units for the Project Site. New developments in the C4 zone that utilize the Density Bonus Affordable Housing Incentive Program contained in LAMC Section 12.22 A.25 and that seek incentives that facilitate a density increase of greater than 35 percent must provide Restricted Affordable Units pursuant to LAMC Section 12.24 U.26 (a)(2) and follow the review procedures in LAMC Section 12.24 U.26. With approval of the density bonus, the Proposed Project would provide a total of 220 dwelling units, including 18 “Very Low Income” units and 17 “Moderately Low Income” units, which is consistent with on-site density requirements pursuant to the LAMC.

Building Height

Pursuant to the C4 zone, development on the Project Site is not limited in height nor stories. The height of the Project’s proposed structures would be 96 feet and 4 inches above grade. The Applicant is requesting an Off-Menu Incentive under the Density Bonus Law to waive the required Transitional Height requirement.

Setbacks

Pursuant to the C4 zone, development on the Project Site is not required to provide a front yard setback, however, side and rear yard setbacks conforming to the requirements of the R4 zone shall be provided and maintained at the floor level of the first story used for residential purposes. Therefore, the Proposed Project is required to provide an 11-foot side yard setback for the portion of the Project Site abutting an R1 residential use. The Applicant is requesting an Off Menu Incentive to provide a zero-foot side yard setback along the northern property line abutting an R1 residential use. The Proposed Project would provide zero-foot front yard setbacks along Crenshaw Boulevard and Victoria Avenue, zero-foot side yard setbacks along Pico Boulevard and along the northern property line abutting an R1 residential use, and a four-foot side yard dedication abutting the alley along the northern property line.

Design and Architecture

The Proposed Project consists of the construction of an eight-story mixed-use commercial and residential building. The Proposed Project would 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 metal louvers and balconies, exterior cladding, ribbed concrete, glass, and green wall screening.

Open Space and Landscaping

Pursuant to the LAMC, the Proposed Project would be required to provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms (studios and one-bedrooms), 125 square feet for each unit having three habitable rooms (two-bedrooms), and 175 square feet for each unit having three habitable rooms (three-bedrooms). As such, the total amount of open space required by the LAMC is approximately 23,025 square feet. The Applicant is requesting an Off-Menu Incentive for a 31.4 percent open space reduction. With a reduction, the Proposed Project would be required to provide 15,800 square feet of residential open space. As such, the Proposed Project would provide a total of 15,800 square feet of open space, which includes a pool/spa, recreation rooms, roof deck, and private balconies. As part of the open space requirements, the Proposed Project requires planting trees at a rate of one tree for every four dwelling units for a total of 55 required trees. The Applicant is requesting a Waiver of Development Standard for a tree planting reduction of 30.9 percent to provide 38 trees.

There are two street trees along Victoria Avenue, four street trees along Pico Boulevard, and two street trees along Crenshaw Boulevard within the parkway perimeter that are considered City of Los Angeles public street trees. The Proposed Project would result in the removal of one public street tree on Crenshaw Boulevard. Removal of public street trees is subject to the review and approval of the Department of Urban Forestry.[3]

Table 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]	181	18,100
Equal to 3 Habitable Rooms (125 sf/du) [b]	38	4,750
Greater than 3 Habitable Rooms (175 sf/du) [c]	1	175
	Subtotal Required:	***23,025 sf***
	31.4% Reduction: [d]	*(7,225)*
	Total Required:	**15,800 sf**
Proposed Open Space	**Open Space (square feet)**	
Common Outdoor	9,700	
Common Indoor	3,950	
Private Balconies	2,150	
Total Provided:	**18,154 sf**	

Notes: du = dwelling unit; sf = square feet
[a] *Includes the proposed studio and one-bedroom units.*
[b] *Includes the proposed two-bedroom units.*
[c] *Includes the proposed three-bedroom unit.*
[d] *The Applicant is requesting a 31.4% reduction in open space through an Off-Menu Incentive.*
Source: Asulon Architecture & Design, October 1, 2025.

[3] *This environmental analysis does not authorize the removal of any street trees without prior approval from the Urban Forestry Division, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings.*

Access

Parking for the Proposed Project would be provided in level 1 (at grade) and in level 2 of the proposed building. Vehicular parking access to the Project Site would be provided via one two-way driveway along Victoria Avenue. The Proposed Project would also include one truck loading dock accessible from the alley.

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 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.

Pursuant to AB 2097, no residential nor non-residential parking would be required. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile paring requirement on any residential, commercial, or other development that is within ½-mile of a major transit stop. However, the Proposed Project would provide a total of 174 parking spaces including 145 vehicle parking spaces for its proposed residential use and 29 vehicle parking spaces for its proposed retail use.

Table 4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Rate [a]	Spaces Required	Spaces Provided
Residential	220 du	-	0	145
Commercial/Retail	17,557 sf	-	0	29
		Total Parking:	**0**	**174**

Notes: du = dwelling unit; sf = square feet
[a] *Pursuant to AB 2097, no residential nor non-residential parking would be required.*
Source: Asulon Architecture & Design, October 1, 2025.

Bicycle Parking

The Proposed Project would provide on-site bicycle parking in bicycle storage spaces located throughout the vehicle parking areas as required by the LAMC. Section 12.21.A.16 of the LAMC requires one parking short-term parking space per every 10 dwelling units for the first 25 dwelling units, one parking space per 15 units for units 26 to 100, one parking space per 20 units for units 101 to 200, and one parking space per 40 units for more than 201 units. The long-term parking rate requires one parking space per dwelling unit for the first 25 dwelling units, one parking space per 1.5 units for units 26 to 100, one parking space per 2 units for units 101 to 200, and one parking space per 4 units for more than 201 units. As shown in Table 5, below, the Proposed

Project is required to supply 14 short-term residential bicycle parking spaces and 130 long-term bicycle parking spaces, for a total of 144 residential bicycle parking spaces. For the commercial uses, the Proposed Project would be required to provide one bicycle parking space per 2,000 square feet per LAMC Section 12.21 A.16.(a)(2). Therefore, the Proposed Project is required to provide 7 short-term and 7 long-term bicycle parking spaces for its commercial uses, for a total of 14 bicycle parking spaces. Thus, the Proposed Project would be required to provide a total of 158 bicycle parking spaces. The Proposed Project would provide 162 bicycle parking spaces.

Table 5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required		Total Spaces Provided	
		Short Term	Long Term	Short Term	Long Term
Residential (220 du) [a,b,c]					
Units 1-25	25 du	3	25	**14**	***132***
Units 26-100	75 du	5	50		
Units 101-200	100 du	5	50		
Units 201+	20 du	1	5		
	Subtotal	***14***	***130***		
Commercial [d]					
Retail	17,557 sf	7	7	**8**	**8**
	Subtotal	***7***	***7***		
	TOTAL	**21**	**137**	**22**	**140**

Notes: du = dwelling unit, sf = square feet
[a] *LAMC 12.21 A.16.(a)(1)(i).*
[b] *Short-term bicycle rates for residential uses are as follows: 1 space per 10 units for first 25 units, 1 space per 15 units for units 26-100, 1 parking space per 20 units for units 101 to 200, and 1 parking space per 40 units for more than 201 units.*
[c] *Long-term bicycle rates for residential units are as follows: 1 space per unit for first 25 units, 1 space per 1.5 units for units 26-100, 1 parking space per 2 units for units 101 to 200, and 1 parking space per 4 units for more than 201 units.*
[d] *LAMC 12.21 A.16.(a)(2). One short-term and long-term stall for every 2,000 square feet.*
Source: Asulon Architecture & Design, October 1, 2025.

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.

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 security design measures 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.

Sustainability Features

The Proposed Project would comply with all applicable sustainability measures mandated by 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. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation, provide rooftop solar zones, and provide a specific number of electric vehicle (EV)-ready and EV-charging stations. 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.

Construction Characteristics

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 2028, as shown in Table 6, Anticipated Project Construction Schedule below. Construction activities would include four main steps: (1) demolition/site clearing; (2) grading; (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.

Table 6
Anticipated Project Construction Schedule

Construction Phase	Length
Demolition/Site Clearing	1 month
Excavation/Grading	1 month
Building Construction	12 months
Finishing/Architectural Coating	4 months
TOTAL:	**18 months**

Demolition/Site Clearing Phase

This phase would include the demolition of the single-family residence, commercial and industrial warehouse buildings, and surface parking lot. 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.

Earthwork/Grading Phase

After the completion of the demolition phase, the earthwork/grading phase for the Project Site would occur for approximately one month. This phase would involve cut and fill of up to 3,500 cubic yards for surface grading and compaction. It is conservatively estimated that grading may include soil export of up to 1,000 cubic yards to be hauled off-site to ensure the proper footings for the building foundations.

Building Construction Phase

The building construction phase consists of above grade structures and is expected to occur for approximately 12 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, 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 four 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 Pico Boulevard, Crenshaw Boulevard, and Victoria 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.

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

All construction and demolition debris would be recycled to the maximum extent feasible. For purposes of analyzing the construction-related impacts, grading would be limited to surface grading operations involving up to 1,000 cubic yards of soil export. For purposes of estimating hauling activity and emissions it is anticipated that the soil export would involve haul trucks with

up to a 14 cubic yard hauling capacity and would be disposed at the United Rock Product Quarry Pit, located at 1245 Arrow Highway in Irwindale, which accepts inert waste. All trucks are expected to be staged off-site at United Rock Product Quarry Pit and radioed into the Project Site to be filled. The anticipated haul route for transporting soil to the United Rock Product Quarry Pit would travel eastbound along Pico Boulevard, then southbound along Crenshaw Boulevard, to the I-10 Freeway eastbound on-ramp. Inbound haul trips would exit the I-10 Freeway westbound at Crenshaw Boulevard, then travel north along Crenshaw Boulevard and westbound along Pico Boulevard to the Project 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.

FIGURES

Figure 1 – Project Location Map

Figure 2 – Zoning and General Plan Land Use Designations

Figure 3 – Aerial Photograph of the Project Site and Surrounding Land Uses

Figure 4 – Photographs of the Project Site

Figure 5 – Photographs of the Surrounding Land Uses

Figure 6 – Site Plan

Figure 7 – Level 1 Plan

Figure 8 – Level 2 Plan

Figure 9 – Level 3 Plan

Figure 10 – Level 4 Plan

Figure 11 – Levels 4-7 Typical Floor Plan

Figure 12 – Roof Plan

Figure 13 – Exterior Elevations 1

Figure 14 – Exterior Elevations 2

Figure 15 – Building Sections

Figure 16 – Architectural Rendering

Figure 17 – Level 1 Landscape Plan

Figure 18 – Level 4 Landscape Plan

[Insert Figure 1 – Project Location Map]

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APPLICABILITY OF CITYWIDE HOUSING ELEMENT 2021-2029 AND SAFETY ELEMENT UPDATE'S PROGRAM EIR MITIGATION MEASURES

AIR QUALITY

Mitigation Measure		Applies to Proposed Housing Project	
Air Quality			
4.2-2(a)	Construction Emissions Reduction	☒ Yes	☐ No
4.2-2(b)	Operations Emissions Reduction	☐ Yes	☒ No
4.2-3	Construction TAC Reduction Measures	☐ Yes	☒ No

Mitigation Measure 4.2-2(a)

Per Mitigation Measure 4.2-2(a), for discretionary projects that meet the following criteria, prior to project approval, the Applicant shall be required to provide to the City an Air Quality Impact Analysis prepared by a qualified air quality analyst to analyze construction emissions and identify necessary mitigation:

- Demolition of more than 13,500 square feet of building area;
- Greater than 5,000 cubic yards of soil cut/fill;
- Greater than 5-acres of graded area; or use of more than ten pieces of heavy-duty construction equipment and 150 truck trips (or a total of 6,000 vehicle miles traveled by truck) on any given day during demolition, site clearing, or grading.

The Project Site is currently developed with a single-family residence, commercial buildings, an industrial warehouse building, and associated surface parking, totaling approximately 22,252 square feet of floor area to be demolished. Therefore, per Program EIR Mitigation Measure 4.2-2(a), an Air Quality Impact Analysis was prepared by Parker Environmental Consultants, dated November 21, 2025 (Appendix B). The Air Quality Impact Analysis concluded that the Proposed Project would result in less than significant impacts with respect to applicable SCAQMD regional and LST thresholds, conflicting with an air quality plan, compliance with applicable federal or state ambient air quality standards, and exposure to sensitive receptors from pollutant concentrations. The Proposed Project would implement all requirements of Mitigation Measure 4.2-2(a), and impacts would be further reduced to already less than significant levels.

Mitigation Measure 4.2-2(b)

Per Mitigation Measure 4.2-2(b), for discretionary projects, prior to issuance of a permit to construct and at the expense of the project applicant, the City shall retain a qualified air quality analyst to prepare an Air Quality Impact Analysis to analyze operational emissions for any discretionary project that would include more than 462 single-family residential units, 612 multi-family residential units, or any equivalent combination thereof.

The Proposed Project would not include more than 462 single-family residential units or 612 multi-family residential units. As determined in the Air Quality Impact Analysis, the Proposed Project air quality emissions would be below regional thresholds and would be less than significant. Therefore, Program EIR Mitigation Measure 4.2-2(b) is not applicable to the Proposed Project.

Mitigation Measure 4.2-3

Per Mitigation Measure 4.2-3, for discretionary projects with an anticipated construction duration of greater than 18 months and located within 500 feet of a residence or other sensitive receptor, prior to issuance of a permit to construct, the applicant shall provide to the City an Air Quality Impact Analysis, prepared by a qualified air quality analyst, that includes a construction health risk assessment. Alternatively, no Air Quality Impact Analysis, health risk assessment, and mitigation plan shall be required for discretionary projects conditioned to use construction equipment that meets the CARB Tier 4 Final or USEPA Tier 4 off-road emissions for all equipment rated 50 horsepower or greater. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

The Proposed Project would have a construction duration of 18 months. Additionally, the Proposed Project would use construction equipment that meets the Tier 4 off-road emissions for all equipment rated 50 horsepower or greater. Therefore, Program EIR Mitigation Measure 4.2-3 is not applicable to the Proposed Project.

BIOLOGICAL RESOURCES

Mitigation Measure		Applies to Proposed Housing Project	
Biological Resources			
4.3-1(a)	Biological Resources Reconnaissance Survey and Reporting	☐ Yes	☒ No
4.3-1(b)	Sensitive Species/Habitat Avoidance: Pre-Construction Bird Nest Surveys, Avoidance, and Notification	☐ Yes	☒ No
4.3-1(c)	Focused Surveys for Rare Plants	☐ Yes	☒ No
4.3-1(d)	Adaptive Management Plan	☐ Yes	☒ No
4.3-2(a)	Habitat Mitigation and Monitoring Plan	☐ Yes	☒ No
4.3-2(b)	Protected Tree and Tree Canopy Survey	☒ Yes	☐ No

Mitigation Measure 4.3-1(a)

Per Mitigation Measure 4.3-1(a), for all discretionary projects that require vegetation removal, ground disturbance, staging of vehicles, equipment, or materials, and access routes on natural (e.g., native, virgin) or disturbed but undeveloped (e.g., unpaved, areas barren, or ruderal), areas that contain or have the potential to support special-status species, sensitive habitat, or within 300 feet of suitable habitat to support special-status species (e.g., nesting passerines) as determined by the Department of City Planning, including through consultation with CDFW, the project applicant shall be required to conduct a biological resources assessment report to characterize the biological resources on-site and to determine the presence or absence of sensitive species.

The Project Site currently contains a single-family residence, one-story commercial and industrial warehouse buildings, and associated surface parking. As the Project Site is currently fully developed, development of the Proposed Project would not result in the removal of any natural habitat. Based on a review of the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report for the Project area, 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 in the immediate Project area. Additionally, no critical habitat was identified in the USFWS's Information for Planning and Consultation (IPaC) database. The USFWS's IPaC database identified one threatened species, three proposed threatened species, and two endangered species that occur within the broader project locale but indicated that the Project Site is located outside of the designated critical habitats for these species. Therefore, the Proposed Project would not result in

any new significant impacts related to candidate, sensitive, or special status species, and Mitigation Measure 4.3-1(a) does not apply to the Proposed Project.

Mitigation Measure 4.3-1(b)

Per Mitigation Measure 4.3-1(b), for all discretionary projects where sensitive species and/or habitat are identified in the biological resources assessment prepared pursuant to MM 4.3-1(a), the biological resources assessment report shall require pre-construction surveys for sensitive species and/or construction monitoring to ensure avoidance, relocation, or safe escape of the sensitive species from the construction activities, as appropriate.

The Proposed Project does not contain sensitive species and/or habitat; therefore, Mitigation Measure 4.3-1(b) does not apply to the Proposed Project.

Mitigation Measure 4.3-1(c)

Per Mitigation Measure 4.3-1(c), if indicated as appropriate by the biological resources assessment report required in Mitigation Measure 4.3-1(a), focused surveys for special status plants shall be conducted.

The Proposed Project does not require a biological resources assessment report; therefore, Mitigation Measure 4.3-1(c) does not apply to the Proposed Project.

Mitigation Measure 4.3-1(d)

Per Mitigation Measure 4.3-1(d), if indicated as appropriate in a reconnaissance, pre-construction or focused survey required in Mitigation Measure 4.3-1(a), (b), or (c) the biologist shall prepare an Adaptive Management Plan.

The Proposed Project does not require a reconnaissance, pre-construction or focused survey report; therefore, Mitigation Measure 4.3-1(d) does not apply to the Proposed Project.

Mitigation Measure 4.3-2(a)

Per Mitigation Measure 4.3-2(a), for discretionary projects that are in areas potentially containing sensitive natural communities or jurisdictional waters and riparian habitat, including streams, wetlands, riparian habitat, and other water bodies, affected sites as well as off-site areas that may be directly or indirectly affected by the individual development project, prior to the project approval, the applicant shall prepare and submit a Habitat Mitigation and Monitoring Program (HMMP).

The Project Site is not located adjacent to state or federally protected wetlands, nor does it support sensitive natural communities or jurisdictional waters and riparian habitat, including streams, wetlands, riparian habitat, or other water bodies. Therefore, Mitigation Measure 4.3-2(a) does not apply to the Proposed Project.

Mitigation Measure 4.3-2(b)

Per Mitigation Measure 4.3-2(b), for discretionary projects that include the removal of trees, prior to project approval, a tree report and tree replanting plan shall be conducted by a certified arborist to tag and assess all trees (defined as woody plant material that is five inches or greater in diameter at breast height [DBH – four and a half feet off grade]) subject to the City's Protected Tree Ordinance on the project site.

There are six street trees in the public right-of-way adjacent to the Project Site (two street trees along Victoria Avenue, four street trees along Pico Boulevard, and two street trees along Crenshaw Boulevard). One street tree along Crenshaw Boulevard will be removed and replaced. The Project Site does not contain any native vegetation or locally protected tree species.

The Proposed Project would implement Mitigation Measure 4.3-2(b), in addition to those required under the City's Protected Tree Ordinance (Ordinance No. 177,404) to avoid and/or compensate for potential indirect impacts to preserved sensitive natural communities before, during, and following construction activities.

CULTURAL RESOURCES

Mitigation Measure		Applies to Proposed Housing Project	
Cultural Resources			
4.4-1(a)	Identification of Built-Environment Historical Resources	☐ Yes	☒ No
4.4-1(b)	Rehabilitation of Historical Resources	☐ Yes	☒ No
4.4-1(c)	Design Requirements for New Construction	☐ Yes	☒ No
4.4-1(d)	Relocation and Rehabilitation of Historical Resources	☐ Yes	☒ No
4.4-1(e)	Historic American Building Survey Documentation	☐ Yes	☒ No
4.4-1(f)	Interpretive Program	☐ Yes	☒ No
4.4-1(g)	Construction Monitoring, Salvage, and Reuse	☐ Yes	☒ No
4.4-1(h)	Temporary Protective Relocation	☐ Yes	☒ No
4.4-1(i)	Excavation and Shoring Plan	☐ Yes	☒ No
4.4-1(j)	Structural Construction Monitoring	☐ Yes	☒ No
4.4-2	Archaeological Resources	☐ Yes	☒ No

Mitigation Measure 4.4-1(a)

Per Mitigation Measure 4.4-1(a), for discretionary projects, the City of Los Angeles Historic Resources Survey (SurveyLA) results shall be consulted to determine whether the project area, or adjacent areas, have been subject to previous cultural resources studies and whether historical resources were identified.

The Project Site is developed with a single-family residence, two one-story commercial buildings, industrial warehouse buildings, and associated surface parking. The Proposed Project involves demolishing and site clearing of the existing structures and constructing a new eight-story mixed-use multi-family residential and commercial building with a total of 220 dwelling units and 12,496 square feet of ground-floor retail use. According to the Los Angeles Historic Resources Inventory, the Project Site does not contain any historic structures or scenic resources on site.[4] Additionally, SurveyLA does not flag any of the on-site structures as potentially historic resources.[5] Thus, there are no historic resources on the Project Site that are listed on the National Register, California Register, or local listing.

[4] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, website: https://hpla.lacity.org/search, accessed February 2025.*

[5] *City of Los Angeles, SurveyLA, Wilshire Community Plan Historic Resources Survey Report – Individual Resources, January 26, 2015, website: https://planning.lacity.gov/odocument/a4ef4ac0-b50f-4238-a52d-cb6c739765cd/Wilshire_CPA_Individual_Resources_2.pdf, accessed February 2025.*

There is one designated historical resource adjacent to the Project Site, located at 1262 S. Victoria Avenue.[6] This property has a California Historical Resource designation of "designated contributor to a Historic Preservation Overlay Zone (HPOZ)."[7] The Proposed Project would have no direct impacts on this potential historic resource. 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 Proposed Project. The Proposed Project would have a less than significant impact on the potentially historical resources near the Project Site, as the Proposed Project would not result in a substantial adverse change to the immediate surroundings of the historical resource to the degree they would no longer be eligible for listing under national, state, or local landmark designation programs; thus, no indirect impact either. The property at 1262 S. Victoria Avenue would continue to be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended. Therefore, the Proposed Project would not cause an adverse change in the significance of a historic resource, and a less than significant impact would occur. Mitigation Measure 4.4-1(a) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(b)

Per Mitigation Measure 4.4-1(b), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(b) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(c)

Per Mitigation Measure 4.4-1(c), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(c) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(d)

Per Mitigation Measure 4.4-1(d), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(d) does not apply to the Proposed Project.

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[6] *Historic Places LA, Los Angeles Historic Resources Inventory, Map View, website: https://hpla.lacity.org/search, accessed February 2025.*

[7] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, "S1262 S. Victoria Avenue" website: https://historicplacesla.lacity.org/report/b2fee981-5741-487b-a6d9-c88dc4d6596b, accessed February 2025.*

Mitigation Measure 4.4-1(e)

Per Mitigation Measure 4.4-1(e), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(e) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(f)

Per Mitigation Measure 4.4-1(f), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(f) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(g)

Per Mitigation Measure 4.4-1(g), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(g) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(h)

Per Mitigation Measure 4.4-1(h), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(h) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(i)

Per Mitigation Measure 4.4-1(i), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(i) does not apply to the Proposed Project.

Mitigation Measure 4.4-1(j)

Per Mitigation Measure 4.4-1(j), this Mitigation Measure is required if a historical resources evaluation was prepared under MM 4.4-1(a).

The Proposed Project does not require a historical resources evaluation; therefore, Mitigation Measure 4.4-1(j) does not apply to the Proposed Project.

Mitigation Measure 4.4-2

Per Mitigation Measure 4.4-2, discretionary projects that involve ground disturbance in native soils or soils of unknown origin, shall implement procedures to identify archaeological resources located in a development site and implement applicable impact reduction techniques to reduce substantial adverse effects associated with the inadvertent discovery of archaeological resources.

The Proposed Project is located in an urbanized area on a site that has been previously developed. As such, the Project would not involve ground disturbance in native soils or soils of unknown origin. The entire Project Site has been previously graded and developed with urban uses. Furthermore, based on an archaeological resources records search conducted by the South Central Coastal Information Center (SCCIC), no known archaeological resources are known to exist within the Project Site or immediately adjacent properties.[8] While unlikely, it is possible that unknown archaeological resources or human remains could exist at the Project Site and could be encountered during surface grading activities. Therefore, the Proposed Project would be subject to Mitigation Measure 4.4-2, which would minimize impacts in the event archaeological resources are encountered during construction. In addition, the Proposed Project would comply with existing regulations, such as California Health and Safety Code Section 7050.5, which would minimize impacts in the event any human remains are encountered during construction. Therefore, the Proposed Project would implement applicable impact-reduction techniques to reduce substantial adverse effects associated with the inadvertent discovery of archaeological resources.

[8] South Central Coastal Information Center, Record Search Results for the 4201 W. Pico Boulevard Project, December 23, 2025 (see Appendix F).

GEOLOGY AND SOILS

Mitigation Measure		Applies to Proposed Housing Project	
Geology and Soils			
4.5-1(a)	Paleontological Procedures for Discretionary Projects	☐ Yes	☒ No
4.5-1(b)	Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring	☐ Yes	☒ No
4.5-1(c)	Construction Monitoring	☐ Yes	☒ No
4.5-1(d)	Fossil Discovery, Salvage, and Treatment	☒ Yes	☐ No

Mitigation Measure 4.5-1(a)

Per Mitigation Measure 4.5-1(a), for all discretionary projects that involve excavation or grading activities at depths greater than previous disturbance on the respective site(s), prior to the start of construction, the following shall be conducted as discussed in detail below: prepare a resource assessment and records search for the presence of paleontological resources ~~to~~ determine if the project site is underlain by paleontological resources; monitor all excavation and grading activities in areas underlain by soils or geologic units potentially containing paleontological resources; and identify, record, and evaluate all paleontological resources uncovered during project construction and submit a paleontological assessment report to the City for review and approval. In addition, during project construction, the following shall be conducted as discussed in detail below: cease all construction activities in the event of the discovery of paleontological resources; conduct fossil recovery as necessary by a qualified paleontologist; avoid handling of paleontological resources by parties other than the qualified paleontologist responsible for conducting fossil recovery; and resume construction activities only upon clearance by the qualified paleontologist.

The Proposed Project would be located in an urbanized area on a site that has been previously developed. The Project does not contain any subterranean parking levels and would involve minimal surface grading for the development of building foundations. Furthermore, based on a paleontological records search conducted by the Natural History Museum, no known fossil localities are known to exist within the Project Site or immediately adjacent properties.[9] While unlikely, it is possible that unknown paleontological resources could exist at the Project Site and could be encountered during surface grading activities. Therefore, the Proposed Project would be subject to Mitigation Measures 4.5-1(a), which would minimize impacts in the event paleontological resources are encountered during construction.

[9] Natural History Museum, Paleontological Records Search for the 4201 W. Pico Boulevard Project, Alyssa Bell, Ph.D., Natural History Museum of Los Angeles County, November 2, 2025 (see Appendix E).

Mitigation Measure 4.5-1(b)

Per Mitigation Measure 4.5-1(b), if required by cultural resources assessment under Mitigation Measure 4.5-1(a), prior to the start of construction, a paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff, and notice that the identified qualified paleontologist is the only one authorized to handle paleontological find(s), including but not limited to collection and removal. Approved plans shall include statement of worker environmental awareness program (WEAP) requirement.

Mitigation Measure 4.5-1(b) is not applicable because the Project Site has been previously graded in association with the development of the existing commercial buildings and surface parking lot areas that currently occupy the Project Site. The Project would involve minimal surface grading and would not include any subterranean levels or require excavation deeper than prior grading activities.

Mitigation Measure 4.5-1(c)

Per Mitigation Measure 4.5-1(c), if required pursuant to a monitoring plan prepared under Mitigation Measure 4.5-1(a), a paleontologist or designated paleontological monitor shall monitor ground disturbance activities, including the initial five feet below the ground surface, as areas with high paleontological sensitivity may contain resources at shallow depths and within the first five feet. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required. After ground disturbing activities are completed, the paleontologist or designated monitor shall complete and submit a report to the City verifying compliance with the monitoring plan. Monitoring plan shall show on the plans.

Mitigation Measure 4.5-1(c) is not applicable because the Project Site has been previously graded in association with the development of the existing commercial buildings and surface parking lot areas that currently occupy the Project Site. The Project would involve minimal surface grading and would not include any subterranean levels or require excavation deeper than prior grading activities.

Mitigation Measure 4.5-1(d)

Per Mitigation Measure 4.5-1(d), all discretionary projects shall be subject to this Mitigation Measure.

Thus, the Proposed Project would implement Mitigation Measure 4.5-1(d).

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure		Applies to Proposed Housing Project	
Hazards And Hazardous Materials			
4.7-2(a)	Environmental Site Assessment	☐ Yes	☒ No
4.7-2(b)	Site Remediation and Health and Safety Plan	☐ Yes	☒ No

Mitigation Measure 4.7-2(a)

Per Mitigation Measure 4.7-2(a), discretionary projects that require grading, excavation, or building permit from LADBS and which meet the criteria below shall prepare a Phase I Environmental Site Assessment (ESA):

- Located on or within 500 feet of a Hazardous Material site listed on the following databases:
  - SWRCB GeoTracker (refer to https://geotracker.waterboards.ca.gov/);
  - DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public);
  - DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov);
  - LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records);
  - Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests);
  - SCAQMD Facility Information (refer to https://xappprod.aqmd.gov/find); or
- Located on or within 500 feet of a Hazardous Materials site designated as a RCRA Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or
- Located on an Oil Drilling District or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by CalGEM (refer to https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx); or
- Located on any land currently or previously designated with an industrial use class or industrial zoning; or
- Located on land currently or previously used for a gas station or dry-cleaning facility.

Or:

- The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station, or dry-cleaner, or otherwise is contaminated with hazardous substances.

And:

- The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or conditions.

Based on a review of the DTSC EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination[10] and is not located on or within 500 feet of a Hazardous Material site. 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. The Project Site is not located on an Oil Drilling District or located on or within 50 feet of a property identified as having an oil well or an oil field. The Project Site is not located on any land currently or previously designated with an industrial use class or industrial zoning or located on land currently or previously used for a gas station or dry-cleaning facility. Therefore, Mitigation Measure 4.7-2(a) does not apply to the Proposed Project.

Mitigation Measure 4.7-2(b)

Per Mitigation Measure 4.7-2(b), for discretionary projects that require site remediation under Mitigation Measure 4.7-2a, if contaminants of concern (COCs) are detected above regulatory action levels, the project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP).

The Proposed Project does not require site remediation under Mitigation Measure 4.7-2(a). Therefore, Mitigation Measure 4.7-2(b) does not apply to the Proposed Project.

[10] *Department of Toxic Substances Control, EnviroStor, website: https://www.envirostor.dtsc.ca.gov/public/, accessed February 2025.*

HYDROLOGY AND WATER QUALITY

Mitigation Measure		Applies to Proposed Housing Project	
Hydrology And Water Quality			
4.8-1	Drainage Pattern Alterations and Flood Control	☐ Yes	☒ No

Mitigation Measure 4.8-1

Per Mitigation Measure 4.8-1, for any development project that the City has determined based on an expert study will impede or redirect flood flows even with compliance with existing regulations and RCMS, the project shall develop and implement a project-specific Stormwater Pollution Prevention Plan (SWPPP) for compliance with the Clean Water Act's National Pollutant Discharge Elimination System (NPDES) program.

The Project Site is not in an area designated as a 100-year flood hazard area. A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Map No. 06037C1612G, dated December 21, 2018, indicates that the Project Site is located in an area designated as "Zone X", described as "Area of Minimal Flood Hazard."[11] The Project Site is located in a highly urbanized area and is currently developed with paved surfaces and contours that direct surface water runoff to existing storm drains. No changes to the local off-site stormwater drainage infrastructure would occur with the development of the Proposed Project. As such, the Proposed Project would not have the potential to impede or redirect floodwater flows, and no impact would occur. Therefore, Mitigation Measure 4.8-1 does not apply to the Proposed Project.

However, prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A SWPPP would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

The SWPPP would incorporate the required implementation of 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. Additionally, City of

[11] *Federal Emergency Management Agency (FEMA), Flood Map Service Center: Search by Address, Map Number 06037C1612G, December 21, 2018, website: https://msc.fema.gov/portal/, accessed February 2025.*

Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects.

NOISE

Mitigation Measure		Applies to Proposed Housing Project	
Noise			
4.10-1(a)	Noise Shielding and Silencing	☒ Yes	☐ No
4.10-1(b)	Use of Driven Pile Systems	☐ Yes	☒ No
4.10-1(c)	Enclosures and Screening	☒ Yes	☐ No
4.10-1(d)	Construction Staging Areas	☒ Yes	☐ No
4.10-1(e)	Temporary Sound Barriers	☒ Yes	☐ No
4.10-1(f)	Project-Specific Construction Noise Study	☒ Yes	☐ No
4.10-2	Project-Specific Operational Noise Study	☒ Yes	☐ No
4.10-3(a)	Vibration Control Plan	☐ Yes	☒ No
4.10-3(b)	Vibration Mitigation	☒ Yes	☐ No

Mitigation Measure 4.10-1(a)

Per Mitigation Measure 4.10-1(a), for all discretionary projects, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the Project Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

The Proposed Project would implement Mitigation Measure 4.10-1(a) during the construction phase.

Mitigation Measure 4.10-1(b)

Per Mitigation Measure 4.10-1(b), for all discretionary projects, driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

The Proposed Project does not include pile driving. Therefore, Mitigation Measure 4.10-1(b) would not apply to the Proposed Project.

Mitigation Measure 4.10-1(c)

Per Mitigation Measure 4.10-1(c), for all discretionary projects, all outdoor mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment and off-site noise-sensitive uses.

The Proposed Project would implement Mitigation Measure 4.10-1(c) during the construction phase.

Mitigation Measure 4.10-1(d)

Per Mitigation Measure 4.10-1(d), construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.

The Proposed Project would implement Mitigation Measure 4.10-1(d) during the construction phase.

Mitigation Measure 4.10-1(e)

Per Mitigation Measure 4.10-1(e), sound barriers, such as temporary walls or sound blankets, shall be erected between construction activities and noise-sensitive uses when construction activities are located within a line-of-sight to and within 500 feet of noise-sensitive uses.

The Proposed Project would implement Mitigation Measure 4.10-1(e) during the construction phase.

Mitigation Measure 4.10-1(f)

Per Mitigation Measure 4.10-1(f), a Construction Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for discretionary projects in the City located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics:

- Two or more subterranean levels or 20,000 cubic yards or more of excavated material;
- Construction duration (excluding architectural coatings) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

The Proposed Project would not include pile driving nor involve two or more subterranean levels or 20,000 cubic yards of excavated material. However, the construction duration is estimated to be approximately 18 months, and the Project Site is located within 500 feet of noise-sensitive land uses and would include the use of large, heavy-duty equipment rated 300 horsepower or greater.

Therefore, a Construction and Operational Noise Study was prepared by Parker Environmental Consultants, dated June 2025 (Appendix C).

As determined in the Construction and Operational Noise Study, Proposed Project construction noise would not exceed the City's Noise and Vibration Thresholds Update significance criterion of 80 dBA Leq. The Proposed Project would not result in any significant effects relating to on-site construction or off-site construction traffic noise.

Mitigation Measure 4.10-2

Per Mitigation Measure 4.10-2, a Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary housing developments with roof decks and/or pool decks in the City of Los Angeles concurrent with Design Review and prior to the approval of building permits.

The Proposed Project would implement this Mitigation Measure as the Proposed Project includes a pool deck and roof deck. Per Public Resources Code § 21085 for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment. However, a Construction and Operational Noise Study was prepared by Parker Environmental Consultants, June 2025 (Appendix C).

As determined in the Construction and Operational Noise Study, Proposed Project operational noise would not exceed the City's Noise and Vibration Thresholds. The Proposed Project would not result in any significant effects relating to on-site operational noise.

Mitigation Measure 4.10-3(a)

Per Mitigation Measure 4.10-3(a), for construction activity for discretionary projects involving vibratory rollers or sonic pile drivers within 50 feet of an extremely fragile building (non-engineered masonry) or historical resource (designated or in SurveyLA or other City recognized survey), the Applicant shall prepare a Vibration Control Plan.

The Proposed Project would not involve vibratory rollers or sonic pile drivers within 50 feet of an extremely fragile building or historical resource. Therefore, Mitigation Measure 4.10-3(a) would not apply to the Proposed Project.

Mitigation Measure 4.10-3(b)

While the Proposed Project would not require the use of pile drivers, the Proposed Project would implement Mitigation Measure 4.10-3(b), which includes construction vibration reduction strategies during construction.

PUBLIC SERVICES

Mitigation Measure		Applies to Proposed Housing Project	
Public Services			
4.12-1(a)	Design Plans Review	☐ Yes	☒ No
4.12-1(b)	Emergency Access	☐ Yes	☒ No
4.12-1(c)	Hillside Fire/Vegetation Management Plan	☐ Yes	☒ No
4.12-1(d)	Submittal of Plot Plan	☐ Yes	☒ No
4.12-2(a)	Crime Prevention Unit Consultation	☒ Yes	☐ No
4.12-2(b)	Security During Construction	☒ Yes	☐ No

Mitigation Measure 4.12-1(a)

Per Mitigation Measure 4.12-1(a), for discretionary projects with more than 300 housing units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, prior to the start of construction, design plans shall be submitted to the LAFD.

The Proposed Project does not include more than 300 housing units nor is the Project Site located in VHFHSZ or SRA areas. Therefore, Mitigation Measure 4.12-1(a) does not apply to the Proposed Project.

Mitigation Measure 4.12-1(b)

Per Mitigation Measure 4.12-1(b), for discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, during demolition and construction of discretionary projects, access roads and alleyways shall remain clear and unobstructed in order to ensure access for emergency vehicles. If road closures during construction are necessary, prior to the issuance of a building permit for the discretionary project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan, shall be prepared and submitted to the Los Angeles Fire Department and the Los Angeles Department of Transportation for review and approval.

The Proposed Project does not include more than 300 housing units nor is the Project Site located in VHFHSZ or SRA areas. Therefore, Mitigation Measure 4.12-1(b) does not apply to the Proposed Project.

Mitigation Measure 4.12-1(c)

Per Mitigation Measure 4.12-1(c), for discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, projects shall have a 200-foot minimum Fuel Management Zone in place, and it shall be cleared annually, around each structure on the project site. A Fire/Vegetation Management Plan for the Fuel Management Zone shall be prepared.

The Proposed Project does not include more than 300 housing units nor is the Project Site located in VHFHSZ or SRA areas. Therefore, Mitigation Measure 4.12-1(c) does not apply to the Proposed Project.

Mitigation Measure 4.12-1(d)

Per Mitigation Measure 4.12-1(d), for discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, submittal of a plot plan for approval by the LAFD shall be required.

The Proposed Project does not include more than 300 housing units nor is the Project Site located in VHFHSZ or SRA areas. Therefore, Mitigation Measure 4.12-1(d) does not apply to the Proposed Project.

Mitigation Measure 4.12-2(a)

Per Mitigation Measure 4.12-2(a), for a discretionary project with more than 300 units or on a project site of more than 10 acres, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

The Proposed Project does not include more than 300 housing units nor is it located on a Project Site of more than 10 acres. Nevertheless, upon completion of the Proposed Project, the Applicant would provide the West Bureau Commanding Officer with a diagram of the Proposed Project. The diagram should include access routes and any additional information that might facilitate police response. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of people at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls to the

LAPD. With implementation of Mitigation Measure 4.12-2(a), which will be confirmed through the Proposed Project approval process, construction of the Proposed Project would not result in the increased demand for additional LAPD facilities.

Mitigation Measure 4.12-2(b)

Per Mitigation Measure 4.12-2(b), during construction of discretionary projects with more than 300 units or with more than 10 acres, private security personnel shall monitor vehicle and pedestrian access to the construction areas and patrol the project site, construction fencing with gated and locked entry shall be installed around the perimeter of the construction site, and security lighting shall be provided in and around the construction site.

The Proposed Project does not include more than 300 housing units nor is it located on a Project Site of more than 10 acres. However, as part of the Site Plan review process, the Applicant will be required to ensure the Project Site is secure and does not pose a nuisance to pedestrians or adjacent property owners during construction. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. As such, the Proposed Project would implement Mitigation Measure 4.12-2(b).

TRANSPORTATION

Mitigation Measure		Applies to Proposed Housing Project	
Transportation			
4.14-1	Construction Management Plan	☒ Yes	☐ No
4.14-2	Transportation Demand Management Program	☒ Yes	☐ No

Mitigation Measure 4.14-1

Per Mitigation Measure 4.14-1, any discretionary project that LADOT determines will have potential impacts to the circulation system even with application of existing regulatory compliance measures, shall prepare a detailed Construction Management Plan (CMP), including street closure information, detour plans, haul routes, and staging plans shall be prepared and submitted to LADOT for review and approval.

A Traffic Impact Analysis Report was prepared by Hirsch/Green Transportation Consulting, Inc., dated July 2025 (Appendix D). The Traffic Impact Analysis Report was reviewed and approved by the Los Angeles Department of Transportation (LADOT), as confirmed in their correspondence letter, dated January 16, 2026 (Appendix D). As concluded in the Traffic Impact Analysis Report, although no long-duration negative effects of the Proposed Project's construction operations are expected, the Proposed Project will be required to prepare both a Construction Traffic Management Plan (CTMP) and Worksite Traffic Control Plan (WTCP) for submittal to and approval by the City prior to the start of Project construction. The CTMP will detail the Proposed Project's construction-related operations and identify measures that may be required to minimize effects on the surrounding community, while the WTCP will identify the details related to the management of vehicular, pedestrian, and bicycle activity in the Project vicinity throughout the Proposed Project's construction activities.

Mitigation Measure 4.14-2

Mitigation Measure 4.14-2, if a discretionary project will have significant impacts to VMT under LADOT Transportation Assessment Guidelines, the Applicant shall prepare a TDM program to reduce VMT impacts below the City's project threshold to the extent feasible.

As concluded in the Traffic Impact Analysis Report, the Proposed Project would result in less-than-significant impacts under the City's adopted CEQA-compliant VMT analysis standards. Specifically, the Proposed Project's residential component will exhibit a "per capita" household VMT of 5.7, which is less than the "per capita" household VMT significance threshold of 6.0 applicable to the study area. Further, the Proposed Project's commercial component will contain less than 50,000 total square feet of floor area, which pursuant to the TAG, is assumed to consist

of local-serving uses that, by definition, do not create any “per employee” work-related VMT impacts.

Although no other trip-reduction measures were assumed in this study, the Proposed Project would be required to comply with the City’s Transportation Demand Management (TDM) Ordinance (LAMC Section 12.26.J), which itself may result in the implementation of additional measures. While the analyses of the Proposed Project’s traffic-related impacts did not assume any substantial use of the existing bus service available in the Project vicinity, it is anticipated that the TDM program will include measures to maximize the use of these facilities, and to encourage carpooling and ridesharing, bicycle ridership, and telecommuting. At a minimum, the TDM program will include strategies and programs identified in the TDM Ordinance, as applicable to its individual uses. Thus, the Proposed Project would implement Mitigation Measure 4.14-2.

TRIBAL CULTURAL RESOURCES

Mitigation Measure		Applies to Proposed Housing Project	
Tribal Cultural Resources			
4.15-1(a)	Native American Consultation and Monitoring for Discretionary Projects	Yes	☒ No
4.15-1(b)	Discovery of Potential Tribal Cultural Resources	☒ Yes	☐ No

Mitigation Measure 4.15-1(a)

Per Mitigation Measure 4.15-1(a), all discretionary projects that involve ground disturbing activities in previously undisturbed soils, shall prepare a cultural resources assessment and do a record search with a study area of no less than 0.5 mile around the project area. Projects conducted in culturally and historically sensitive areas, as determined by a Qualified Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeologist, should include a record search with a study area of no less than 1 mile around the project area.

The Project Site currently contains a single-family residence, commercial buildings, an industrial warehouse building, and surface parking. The entire Project Site has been subject to prior earthwork and grading activities associated with the development of the existing structures that occupy the Project Site. As described above under "Cultural Resources," the Project Site does not contain any historic structures or scenic resources on site, according to the Los Angeles Historic Resources Inventory. Additionally, SurveyLA does not flag the on-site structure as a potentially historic resource. Thus, there are no historic resources on the Project Site that are listed on the National Register, California Register, or local listing. Furthermore, based on an archaeological resources records search conducted by the South Central Coastal Information Center (SCCIC), no known archaeological resources are known to exist within the Project Site or immediately adjacent properties.[12] Therefore, development of the Proposed Project would not result in any impacts with respect to historic resources, and Mitigation Measure 4.15-1(a) does not apply to the Proposed Project.

Mitigation Measure 4.15-1(b)

The Proposed Project would be located in an urbanized area on a site that has been previously developed. Furthermore, the Proposed Project does not propose any subterranean parking levels that would necessitate deep excavations into previously undisturbed soils. Earthwork and grading for the proposed structure would be limited to minimal grading activities associated with demolition of existing buildings and asphalt surfaces, and preparation of building foundations, which are

[12] South Central Coastal Information Center, Record Search Results for the 4201 W. Pico Boulevard Project, December 23, 2025 (see Appendix F).

proposed at grade level. While unlikely, it is possible that unknown tribal cultural resources could exist at the Project Site and could be encountered during surface grading activities. As such, Mitigation Measure 4.15-1(b) would be implemented into the Proposed Project.

WILDFIRE

Mitigation Measure		Applies to Proposed Housing Project	
Wildfire			
4.17-1	Hillside Construction Staging and Parking Plan	☐ Yes	☒ No
4.17-3	Undergrounding of Power Lines in and Near an SRA and VHFHSZs	☐ Yes	☒ No

Mitigation Measure 4.17-1

Per Mitigation Measure 4.17-1, this measure applies to discretionary projects for development located in or adjacent to an SRA or VHFHSZ.

The Project Site is not located in or adjacent to a State Responsibility Area (SRA) or a Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, Mitigation Measure 4.17-1 does not apply to the Proposed Project.

Mitigation Measure 4.17-3

Per Mitigation Measure 4.17-3, this measure applies to discretionary applications for development located in or within one mile of an SRA or VHFHSZs.

The Project Site is not located in or adjacent to an SRA or VHFHSZ. Therefore, Mitigation Measure 4.17-1 does not apply to the Proposed Project.

MITIGATION MEASURES

AIR QUALITY

4.2-2(a) Construction Emissions Reduction

For discretionary projects that meet the following criteria, prior to project approval, the Applicant shall be required to provide to the City an Air Quality Impact Analysis prepared by a qualified air quality analyst to analyze construction emissions and identify necessary mitigation:

- Demolition of more than 13,500 square feet of building area;
- Greater than 5,000 cubic yards of soil cut/fill;
- Greater than 5-acres of graded area; or use of more than ten pieces of heavy-duty construction equipment and 150 truck trips (or a total of 6,000 vehicle miles traveled by truck) on any given day during demolition, site clearing, or grading.

The Air Quality Impact Analysis shall demonstrate that project emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but are not limited to, the following mitigation:

- Off-road diesel-powered construction equipment greater than 50 horsepower shall be certified for either the Tier 4 Final emission standards for CARB In-Use Off-Road Diesel-Fueled Fleets Regulations or the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOX and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the onsite air quality construction mitigation manager that the use of such devices is not practical for specific engine types.
- All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided.
- Vehicle idling shall be limited to five minutes as set forth in the California Code of Regulations, Title 13. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.
- Heavy duty diesel-fueled equipment shall use low NOx diesel fuel to the extent that it is available and feasible to use.
- Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 grams per brake horsepower-hour of PM and 0.20 grams per brake horsepower-hour of NOx emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall make these records available for inspection upon request by the City of Los Angeles or the South Coast Air Quality Management District (SCAQMD).
- Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.
- Equipment such as tower cranes and signal boards shall be electric or alternative fueled (i.e., non-diesel). Pole power shall be made available for use for electric tools, equipment, lighting, etc. Construction equipment such as tower cranes and signal boards shall utilize electricity

from power poles or alternative fuels (i.e., non-diesel), rather than diesel power generators and/or gasoline power generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

- Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment will be made by the City prior to issuance of grading or building permits based on applicant provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.
- Consistent with SCAQMD Rule 403, construction contractors shall identify and implement best available dust control measures during active construction operations capable of generating dust.
- Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be kept on-site and made available to LADBS inspectors during inspection.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction activities shall be discontinued during second-stage smog alerts (when feasible). A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site. If infeasible to stop work, i.e., in the instance of a continuous concrete pour, construction activities shall be limited to those activities necessary to complete the immediate job.
- For projects where continuous pour activities will extend past the typical construction day:
  - Concrete trucks shall have an average capacity of 10 cubic yards to minimize the number of concrete truck trips.
  - Contractor shall use local concrete suppliers with 90 percent or more of the concrete supplied by one or more facilities within a driving distance of less than 5 miles per one-way trip or 10 miles round trip where feasible.
  - Contractor shall be required to use alternatively fueled concrete trucks that achieve the same or lower NOx emissions as CNG-fueled concrete trucks to the extent feasible. The level of feasibility/infeasibility shall be approved by the City prior to the beginning of concrete pouring activities.
- During plan check, applicant shall make available to SCAQMD a comprehensive inventory of all of road trucks and concrete trucks to be used for the project, including horsepower rating, engine production year, and certification of the specified equipment.

BIOLOGICAL RESOURCES

4.3-2(b) Protected Tree and Tree Canopy Survey

For discretionary projects that include the removal of trees, prior to project approval, a tree report and tree replanting plan shall be conducted by a certified arborist to tag and assess all trees (defined as woody plant material that is five inches or greater in diameter at breast height [DBH – four and a half feed off grade]) subject to the City's Protected Tree Ordinance on the project site. Trees shall be tagged to correspond with a tree exhibit map. Also, the genus and species of the trees, size of the trees at DBH, and structure and vigor of the trees shall be determined, and

an evaluation of the trees' resource value (i.e., the biological impacts of the tree removals, potential to be considered wildlife habitat, and locating trees deserving protection) shall be completed. All protected trees shall receive a visual tree assessment (VTA – meaning tree observations shall be from the ground and that no special devices [e.g., increment borers, drills] shall be used). Following the completion of the tree survey, the arborist shall prepare a report that shall at a minimum provide a description of the general character of the trees on the site and identify opportunities and constraints for preservation. The report and tree replanting plan shall be provided to the City for review. As part of the assessment, a plot plan shall also be prepared indicating the location, type, and canopy coverage of all existing trees on the site and within the adjacent public right(s)-of-way.

Based on the results of the tree survey, development plans shall be clustered to maximum extent feasible in order to avoid impacts to sensitive natural communities (e.g., oak woodlands, riparian habitats, extensive tree canopy) and to maintain the largest and most contiguous area of sensitive communities on the site. Additionally, the development plans shall include a proposed minimum buffer to protect adjacent sensitive communities. Development plans that impact sensitive natural communities shall include a detailed feasibility analysis showing how the design has accomplished these avoidance strategies; the City shall not approve development plans until the site design has adequately demonstrated maximum avoidance of sensitive natural communities to the satisfaction of City Planning.

Further, removal or planting of any tree in the public right(s)-of-way requires approval of the Board of Public Works. All trees in the public right(s)-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

The following measures shall be implemented in addition to those required under the City's Protected Tree Ordinance (Ordinance No. 177,404) to avoid and/or compensate for potential indirect impacts to preserved sensitive natural communities before, during, and following construction activities.

Pre-Construction

- Fencing: Protective fencing at least three feet high with signs and flagging shall be erected around all preserved sensitive natural communities where adjacent to proposed vegetation clearing and grubbing, grading, or other construction activities. The protective fence shall be installed at a minimum of five feet beyond the tree canopy dripline. The intent of protection fencing is to prevent inadvertent limb/vegetation damage, root damage and/or compaction by construction equipment. The protective fencing shall be depicted on all construction plans and maps provided to contractors and labeled clearly to prohibit entry, and the placement of the fence in the field shall be approved by a qualified biologist prior to initiation of construction activities. The contractor shall maintain the fence to keep it upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are completed.
- Pre-Construction Meeting: A pre-construction meeting shall be held between all site contractors and a registered consulting arborist and/or a qualified biologist. All site contractors and their employees shall provide written acknowledgement of their receiving sensitive natural community protection training. This training shall include, but shall not be limited to, the following information: (1) the location and marking of protected sensitive natural communities; (2) the necessity of preventing damage to these sensitive natural communities; and (3) a discussion of work practices that shall accomplish such.

During Construction

- Fence Monitoring: The protective fence shall be monitored regularly (at least weekly) during construction activities to ensure that the fencing remains intact and functional, and that no encroachment has occurred into the protected natural community; any repairs to the fence or encroachment correction shall be conducted immediately.

- Equipment Operation and Storage: Contractors shall avoid using heavy equipment around the sensitive natural communities. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and, subsequently, reduces water penetration into the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced protected zones, unless where specifically approved in writing and under the supervision of a registered consulting arborist and/or a qualified biologist.
- Materials Storage and Disposal: Contractors shall not store or discard any construction materials within the fenced protected zones and shall remove all foreign debris within these areas. The contractors shall leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrient supply. Contractors shall avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. The contractors shall ensure that equipment be parked at least 50 feet, and that equipment/vehicle refueling occur at least 100 feet, from fenced protected zones to avoid the possibility of leakage of equipment fluids into the soil.
- Grade Changes: Contractors shall ensure that grade changes, including adding fill, shall not be permitted within the fenced protected zone without special written authorization and under supervision by a registered consulting arborist and/or a qualified biologist. Lowering the grade within the fenced protected zones could necessitate cutting main support and feeder roots, thus jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade could compact the soil further, and decrease both water and air availability to the tree roots. Contractors shall ensure that grade changes made outside of the fenced protected zone shall not create conditions that allow water to pond.
- Trenching: Except where specifically approved in writing beforehand, all trenching shall be outside of the fenced protected zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain roots from retained trees, contractors shall use trenching techniques that include the use of either a root pruner (Dosko root pruner or equivalent) or an Air-Spade to limit root impacts. A registered consulting arborist shall ensure that all pruning cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. Root damage caused by backhoes, earthmovers, dozers, or graders is severe and may ultimately result in tree mortality. Use of both root pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench shall be made no deeper than necessary.
- Erosion Control: Appropriate erosion control best management practices (BMPs) shall be implemented to protect preserved sensitive natural communities during and following project construction. Erosion control materials shall be certified as weed free.
- Inspection: A registered consulting arborist shall inspect the preserved trees adjacent to grading and construction activity on a monthly basis for the duration of the grading and construction activities. A report summarizing site conditions, observations, tree health, and recommendations for minimizing tree damage shall be submitted by the registered consulting arborist following each inspection.

Post-construction

- Mulch: The contractors shall ensure that the natural duff layer under all trees adjacent to construction activities shall be maintained. This would stabilize soil temperatures in root zones, conserve soil moisture, and reduce erosion. The contractors shall ensure that the mulch be kept clear of the trunk base to avoid creating conditions favorable to the establishment and growth of decay causing fungal pathogens. Should it be necessary to add organic mulch beneath retained oak trees, packaged or commercial oak leaf mulch shall not be used as it may contain root fungus. Also, the use of redwood chips shall be avoided as

certain inhibitive chemicals may be present in the wood. Other wood chips and crushed walnut shells can be used, but the best mulch that provides a source of nutrients for the tree is its own leaf litter. Any added organic mulch added by the contractors shall be applied to a maximum depth of 4 inches where possible.

- Watering Adjacent Plant Material: All installed landscaping plants near the preserved sensitive natural communities shall require moderate to low levels of water. The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet, nor should drainage allow ponding of water. Irrigation spray shall not hit the trunk of any tree. The contractors shall maintain a 30-inch dry-zone around all tree trunks. An above ground micro-spray irrigation system shall be used in lieu of typical underground pop-up sprays.
- Monitoring: A certified arborist shall inspect the trees preserved on the site adjacent to construction activities for a period of two years following the completion of construction. Monitoring visits shall be completed quarterly, totaling eight visits. Following each monitoring visit, a report summarizing site conditions, observations, tree health, and recommendations for promoting tree health shall be prepared. Additionally, any tree mortality shall be noted and any tree dying during the two-year monitoring period shall be replaced at a minimum 3:1 ratio on-site in coordination with the City.

GEOLOGY AND SOILS

4.5-1(d) Fossil Discovery, Salvage, and Treatment

All discretionary projects shall be subject to the following mitigation measure:

Discovery. If paleontological resources are uncovered during construction activities (in either a previously disturbed or undisturbed area), all ground-disturbing activities in the area of the find shall cease until a qualified paleontologist has evaluated the find, and identified and prepared an appropriate mitigation plan, in accordance with federal, state, and local guidelines, Construction activities in the area of the discovery shall commence again only after the identified resource(s) are properly processed by a qualified paleontologist, and if construction activities are cleared by the qualified paleontologist to continue. If cleared by the qualified paleontologist, construction activity may continue unimpeded on other portions of the project site that would not affect evaluation or recovery of the identified resource(s).

Fossil Salvage and Treatment. The qualified paleontologist or designated paleontological monitor shall recover intact fossils consistent with the mitigation plan and notify the City of any fossil salvage and recovery efforts. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor. The qualified paleontologist shall prepare a report according to current professional standards including those of the SVP that describes the resource, how it was assessed, and disposition. The report shall be submitted to the City.

The requirements in this mitigation measure shall be shown on plans.

NOISE

4.10-1(a) Noise Shielding and Silencing
For all discretionary projects, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the Project Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications. Measure shall be shown on plans.

4.10-1(c) Enclosures and Screening
For all discretionary projects, all outdoor mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment and off-site noise-sensitive uses.

4.10-1(d) Construction Staging Areas
Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. Requirement shall show on plans.

4.10-1(e) Temporary Sound Barriers
Sound barriers, such as temporary walls or sound blankets, shall be erected between construction activities and noise-sensitive uses when construction activities are located within a line-of-sight to and within 500 feet of noise-sensitive uses. Requirement shall show on plans.

4.10-1(f) Project-Specific Construction Noise Study
A Construction Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for discretionary projects in the City located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics:

- Two or more subterranean levels or 20,000 cubic yards or more of excavated material;
- Construction duration (excluding architectural coatings) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

The Construction Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses (e.g., residences, transient lodgings, schools, libraries, churches [or other places of assembly], hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks), and identify measures to reduce noise exposure. The Construction Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques may include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Construction Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.
Project Applicants shall be required to comply with all requirements of Mitigation Measures 4.10-1(a) through 4.10-5(e) in addition to any additional requirements identified and recommended by the Construction Noise Study and shall maintain proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements.

4.10-2 Project-Specific Operational Noise Study

A Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary housing developments with roof decks and/or pool decks in the City of Los Angeles concurrent with Design Review and prior to the approval of building permits. The Noise Study shall include:

- Description of pertinent noise regulations.
- Analysis of operational noise generated by the project's roof decks and/or pool decks to noise-sensitive land uses.
- Comparison of noise levels to applicable City thresholds, such as if the project's operational noise would exceed 3 dBA in an unacceptable land use category or 5 dBA in an acceptable land use category per the City's land use compatibility guidelines included in the City of Los Angeles General Plan Noise Element.
- If project noise would exceed City thresholds, identification of mitigation measures to reduce noise to below 3dBA in an unacceptable land use category or 5 dBA in an acceptable land use category to the extent feasible. Mitigation measures may include, but would not be limited to, operational restrictions, sound dampening equipment, or sound walls.
- Each mitigation measure in the Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.
- Applicant/owners shall comply with the mitigation plan and include the measures in construction contracts.
- Mitigation plan shall be included on plans.

Any study to identify impacts shall comply with Public Resources Code Section 21083.

4.10-3(b) Vibration Mitigation

For all discretionary projects:

- Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or similar methods are alternatives that shall be utilized where geological conditions permit their use.
- Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.

The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices.

Requirement to be on plans.

PUBLIC SERVICES

4.12-2(a) Crime Prevention Unit Consultation

For a discretionary project with more than 300 units or on a project site of more than 10 acres, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines. The crime prevention features recommended by the Los Angeles Police Department's Crime Prevention Unit and agreed to by the project applicant during consultation shall be made part of the project. The plans shall incorporate the design guidelines relative to security, semipublic and private spaces, which may include but not be limited to access control to 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 toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. These measures shall be approved by the Police Department prior to the issuance of building permits.

4.12-2(b) Security During Construction

During construction of discretionary projects with more than 300 units or with more than 10 acres, private security personnel shall monitor vehicle and pedestrian access to the construction areas and patrol the project site, construction fencing with gated and locked entry shall be installed around the perimeter of the construction site, and security lighting shall be provided in and around the construction site.

Furthermore, temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. Low-level security lighting, and locked entry (e.g., padlock gates or guard-restricted access) shall be provided to limit access by the general public. Regular security patrols during non-construction hours shall also be provided. During construction activities, the contractor shall document the security measures; and the documentation shall be made available to the construction monitor.

TRANSPORTATION

4.14-1 Construction Management Plan

Any discretionary project that LADOT determines will have potential impacts to the circulation system even with application of existing regulatory compliance measures, shall prepare a detailed Construction Management Plan (CMP), including street closure information, detour plans, haul routes, and staging plans shall be prepared and submitted to LADOT for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include those elements required by LADOT for the project, which may include but are not limited to the following:

- Providing for temporary traffic control during all construction activities adjacent to public right of way to improve traffic flow on public roadways (e.g., flag men)
- Prohibition of the construction worker parking on any adjacent residential streets
- Encouragement of carpool/vanpool of workers
- Prohibitions on construction-related vehicles parking on surrounding public streets
- Prohibitions on construction equipment or material deliveries within the public right-of-way
- Accommodation of all equipment on site as feasible
- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men)
- Scheduling of construction activities, including deliveries, to reduce the effect on peak hour traffic flow on surrounding arterial streets
- Rerouting of construction trucks to reduce travel on congested streets to the extent feasible
- Provisions of safety precautions for pedestrians and bicyclists through alternate routing and protection barriers and signage
- Provisions to accommodate the staging and storage of equipment
- Scheduling of construction-related deliveries to reduce travel during commuter peak hours
- Obtain necessary permits for any truck hauling from the City prior to issuance of any permit for the project.

- Noticing and coordination with any nearby schools that may be affected by construction activities, including deliveries, hauling and other construction transportation, to ensure safety of school children.
- Ensuring all feasible safety measures are taken to accommodate safe travel of pedestrian, bicyclists, and other users of the sidewalks around the construction site, including but not limited through the following measures:
  - Construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases.
  - Maintaining adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
  - Providing temporary pedestrian facilities adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
  - Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
  - Keeping sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging.
  - Reopening the sidewalk as soon as reasonably feasible taking construction and construction staging into account.

4.14-2 Transportation Demand Management Program

If a discretionary project will have significant impacts to VMT under LADOT Transportation Assessment Guidelines, the Applicant shall prepare a TDM program to reduce VMT impacts below the City's project threshold to the extent feasible. TDM program elements could include measures such as unbundled parking although the exact measures will be determined when the plan is prepared. The City of Los Angeles requires that the TDM plan be prepared during construction, with the final TDM plan approved by LADOT prior to the City's issuance of the certificate of occupancy for the Project.

Implementation of the TDM plan occurs after building occupancy. TDM measures shall include but not be limited to the following examples:

TDM strategies applicable for the residential component:

Unbundled Parking—Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.

TDM strategies applicable if the project includes an office component:

Required Commute Trip Reduction Program—This strategy involves the development of an employee-focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The program typically includes elements such as a coordinated ride-sharing or carpooling program, vanpool program, alternative work schedule program, preferential carpool parking, guaranteed ride home service, and a program coordinator. The program requires the development of metrics to evaluate success, program monitoring, and regular reporting.

TDM strategies applicable for both the office and residential components:

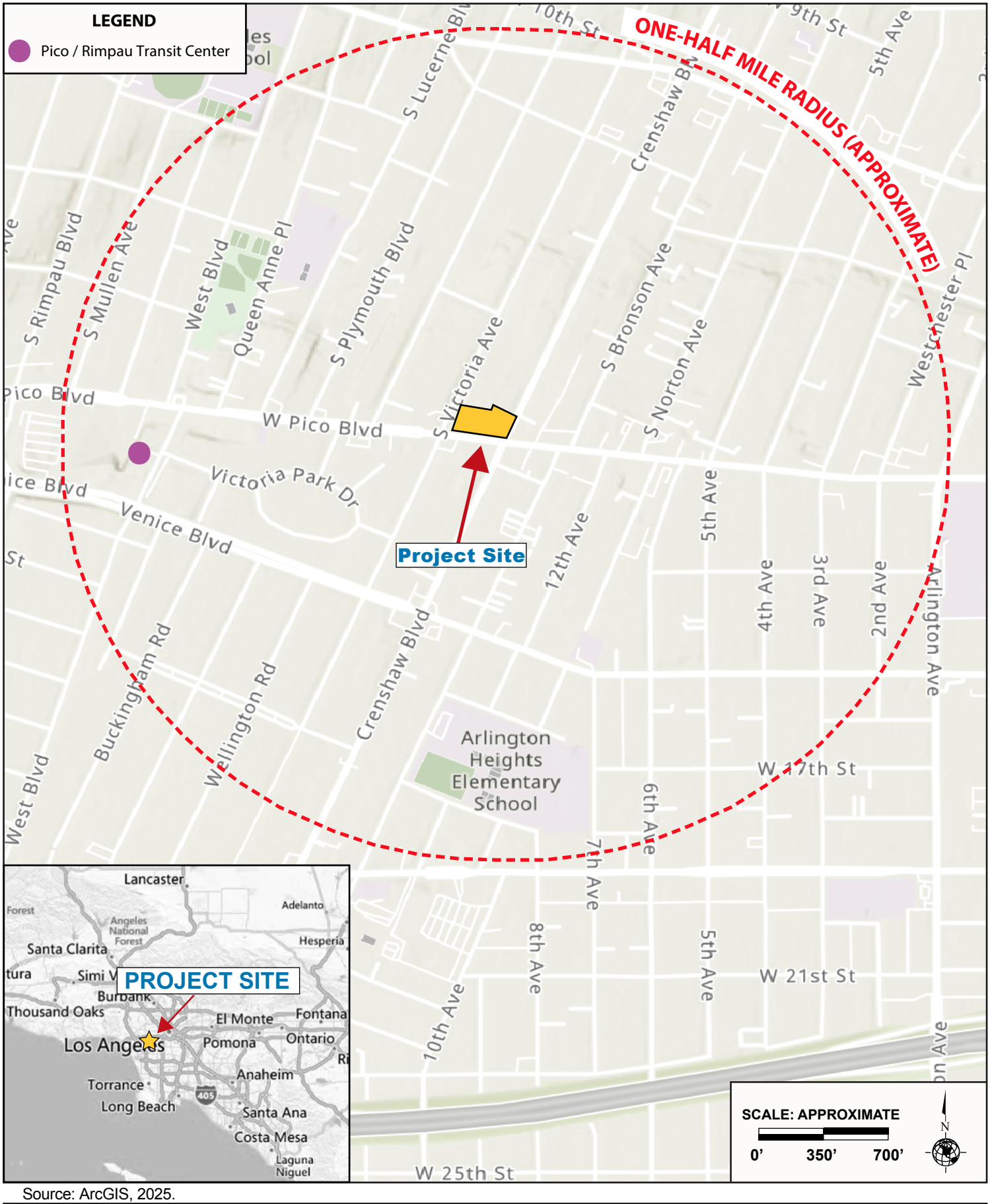
Promotions and Marketing—This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure. It can also include more active promotional strategies such as gamification.

TRIBAL CULTURAL RESOURCES

4.15-1(b) Discovery of Potential Tribal Cultural Resources

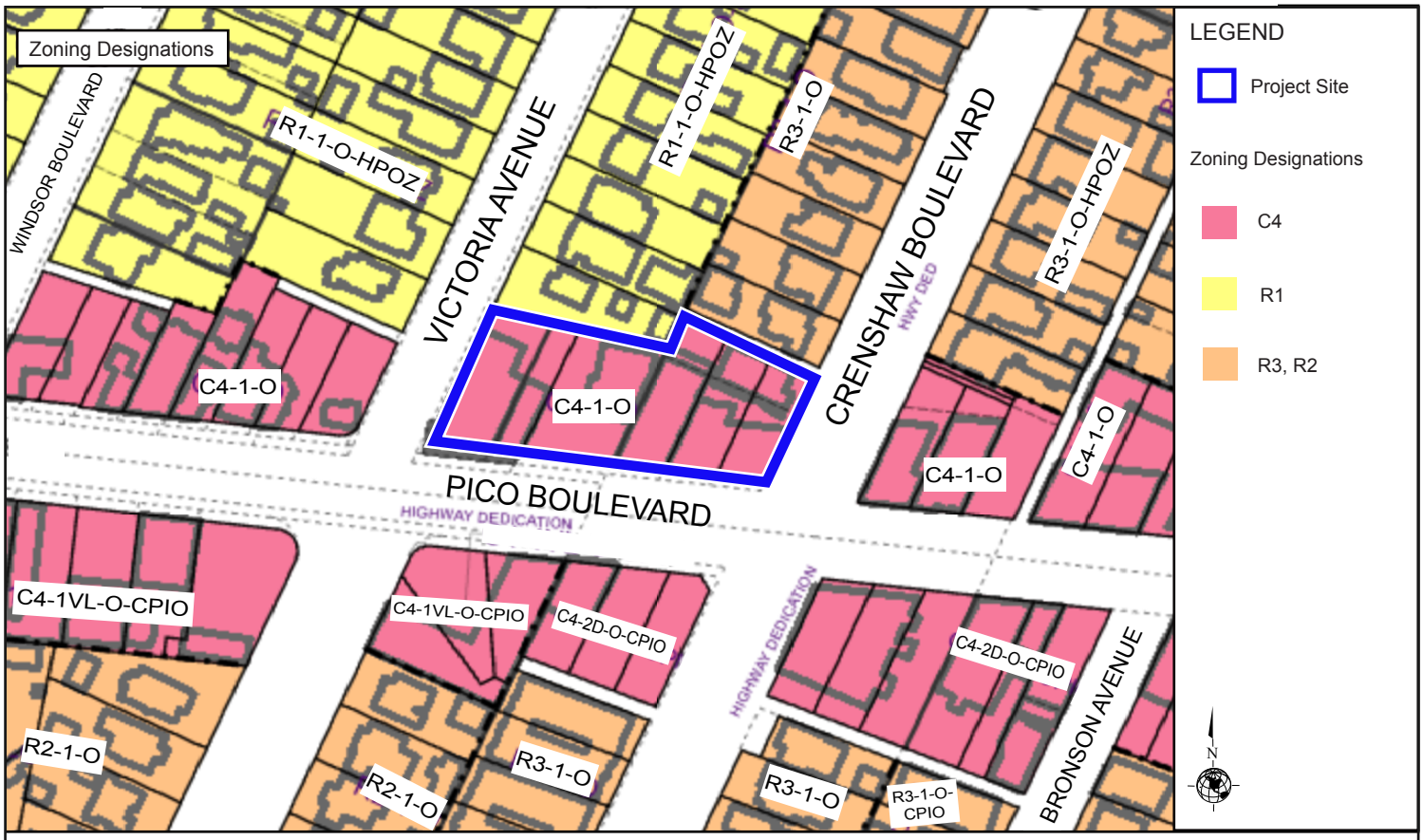
In the event that Tribal Cultural Resources are discovered during Project activities, whether or not a tribal monitor is present, and there is no CRMP or the CRMP does not cover treatment of inadvertent discovery, all work within a 50-foot buffer of the find shall cease and a Qualified Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall assess the find. Tribes that are culturally and historically affiliated with the Project area and have requested consultation shall be notified, should any potential tribal cultural resource be discovered during project implementation. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Unless agreed otherwise during the tribal consultation process or in a CRMP, if tribal cultural resources are discovered during construction, the applicant and/or owner shall retain a Qualified Tribal Monitor (as approved by the Tribe) if requested by the Tribe. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, and monitoring reports) should be provided to consulting Tribes. Any tribal cultural resources discovered shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative and in accordance with federal, state, and local guidelines. If not otherwise provided in the CRMP, the Lead Agency and/or applicant shall, in good faith, provide all consulting Tribes the opportunity to consult on the disposition and treatment of resources. The location of the find of tribal cultural resources and the type and nature of the find will not be published, except to provide information to the Qualified Archaeologist, tribal representatives, and public agencies with jurisdiction or responsibilities related to the resources. An agreement will be reached with the Tribal Representative to mitigate or avoid any significant impacts to identified tribal cultural resources. Absent an agreement with the Tribal Representative, as provided in Public Resources Code Section 21083.2, the find should be preserved in place or left in an undisturbed state unless the Proposed Project would damage the resource. When preserving in place or leaving in an undisturbed state is not possible, excavation should not occur until testing or studies prepared by a Qualified Archaeologist have adequately documented the recovery of scientifically consequential information from and about the resource. Construction activity may continue unimpeded on other portions of the project site if cleared by the Qualified Tribal Monitor or Qualified Archaeologist. Ground Disturbance Activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Tribal Representative or, if no Tribal Representative is identified, a Qualified Archaeologist.

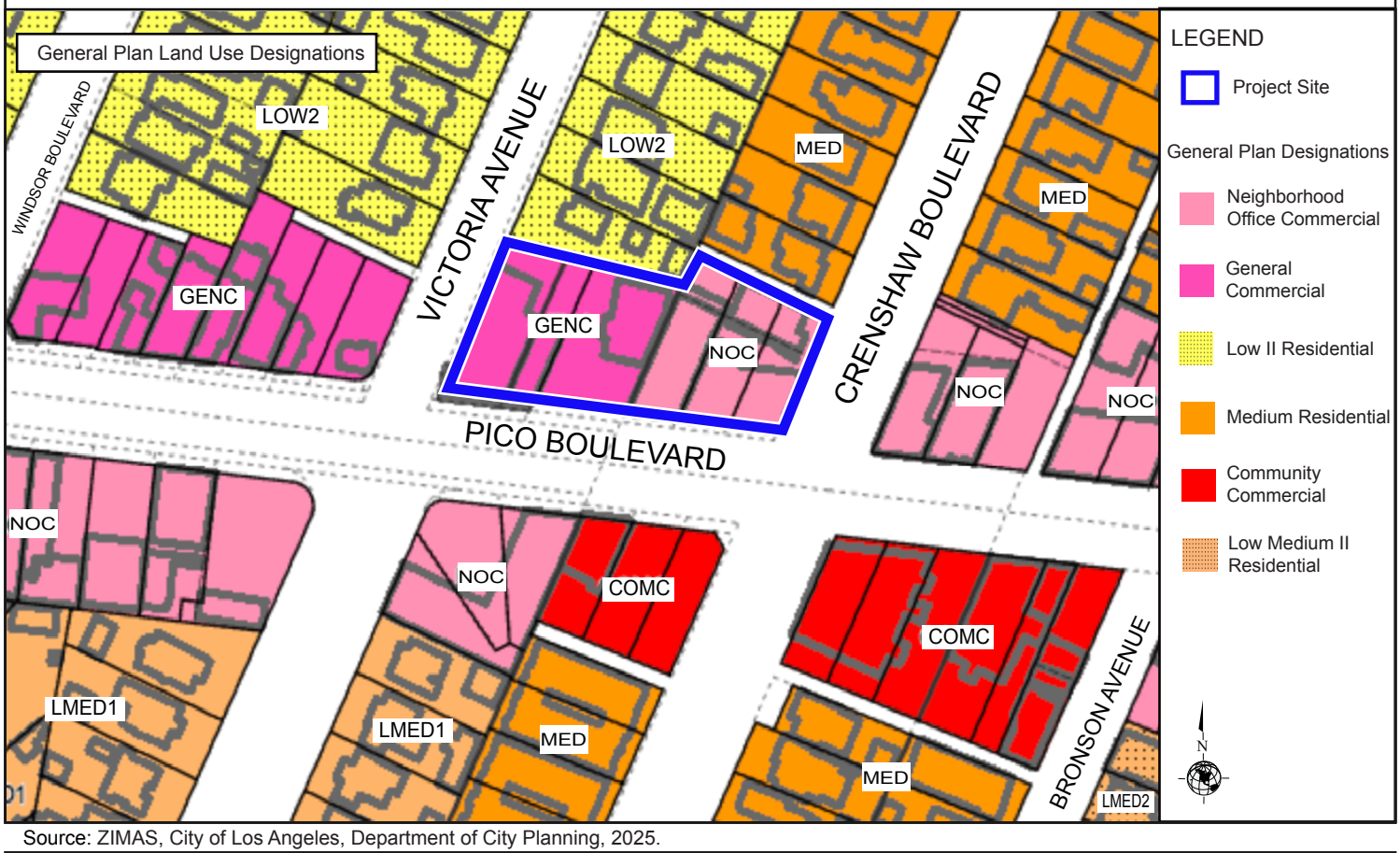
The measure shall be shown on plans.



Source: ArcGIS, 2025.

Figure 1
Project Location Map





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2025.

Figure 2
Zoning and General Plan Land Use Designations



Source: Google Earth, Aerial View, 2023.

Figure 3
Aerial Photograph of the Project Site and Surrounding Land Uses



View 1: From the west side of Victoria Avenue, looking east at the Project Site.



View 2: From the south side of Pico Boulevard, looking northeast at the Project Site.



View 3: From the south side of Pico Boulevard, looking northeast at the Project Site.



View 4: From the south side of Pico Boulevard, looking northwest at the Project Site.



View 5: From the east side of Crenshaw Boulevard, looking northwest at the Project Site.



View 6: From the east side of Crenshaw Boulevard, looking west at the Project Site.

Source: Parker Environmental Consultants, March 18, 2025.

Figure 4
Photographs of the Project Site



View 7: From the west side of Victoria Avenue, looking northeast at the residences north of the Project Site.



View 8: From the east side of Crenshaw Boulevard, looking northwest at the residences north of the Project Site.



View 9: From the south side of Pico Boulevard, looking northeast at the commercial properties and residences east of the Project Site.



View 10: From the north side of Pico Boulevard, looking southeast at the commercial properties south of the Project Site.



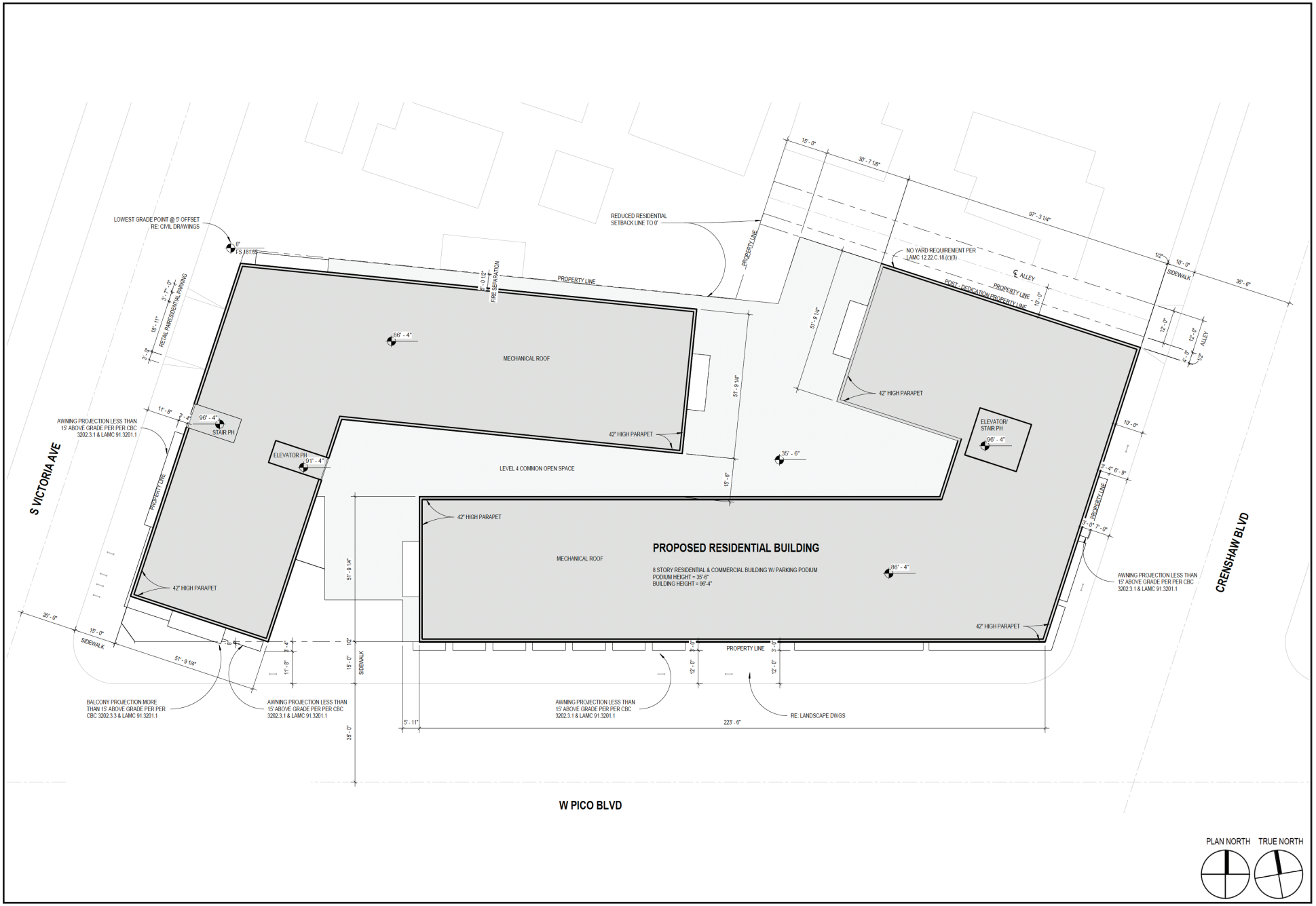
View 11: From the north side of Pico Boulevard, looking southwest at the commercial properties south of the Project Site.



View 12: From the south side of Pico Boulevard, looking northwest at the commercial properties west of the Project Site.

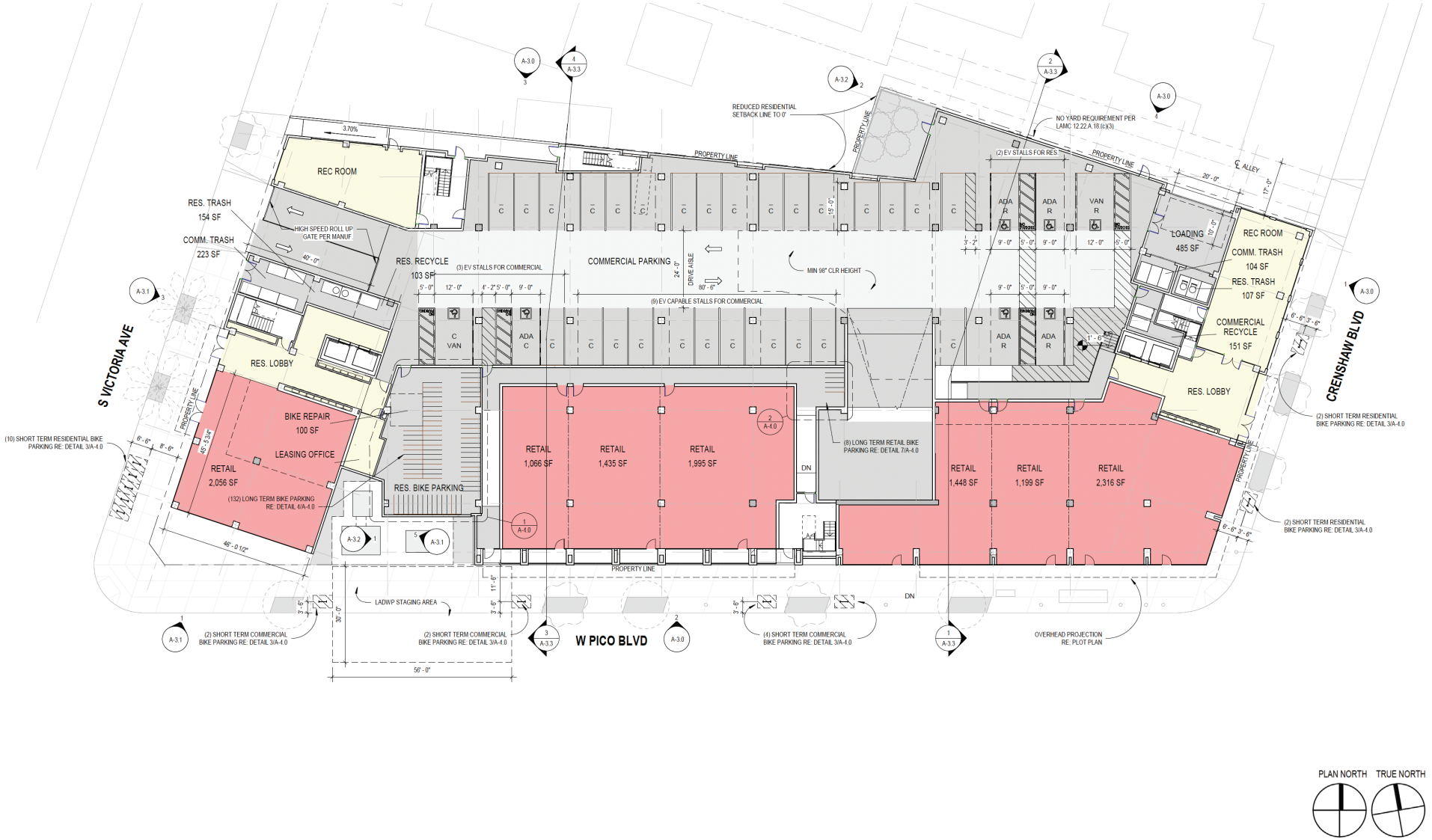
Source: Parker Environmental Consultants, March 18, 2025.

Figure 5
Photographs of the Surrounding Land Uses



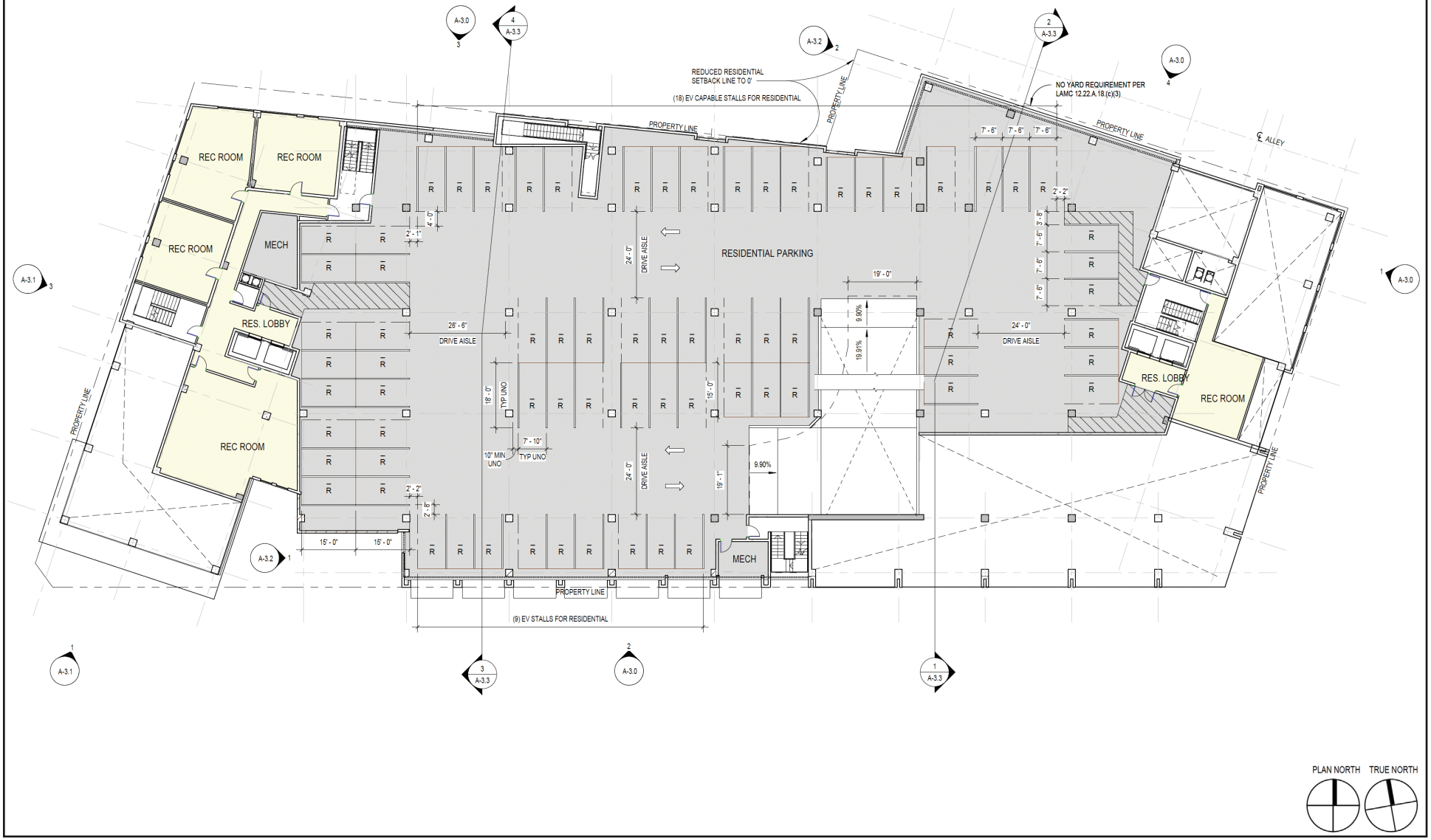
Source: Asulon Architecture and Design , October 1, 2025.

Figure 6
Site Plan



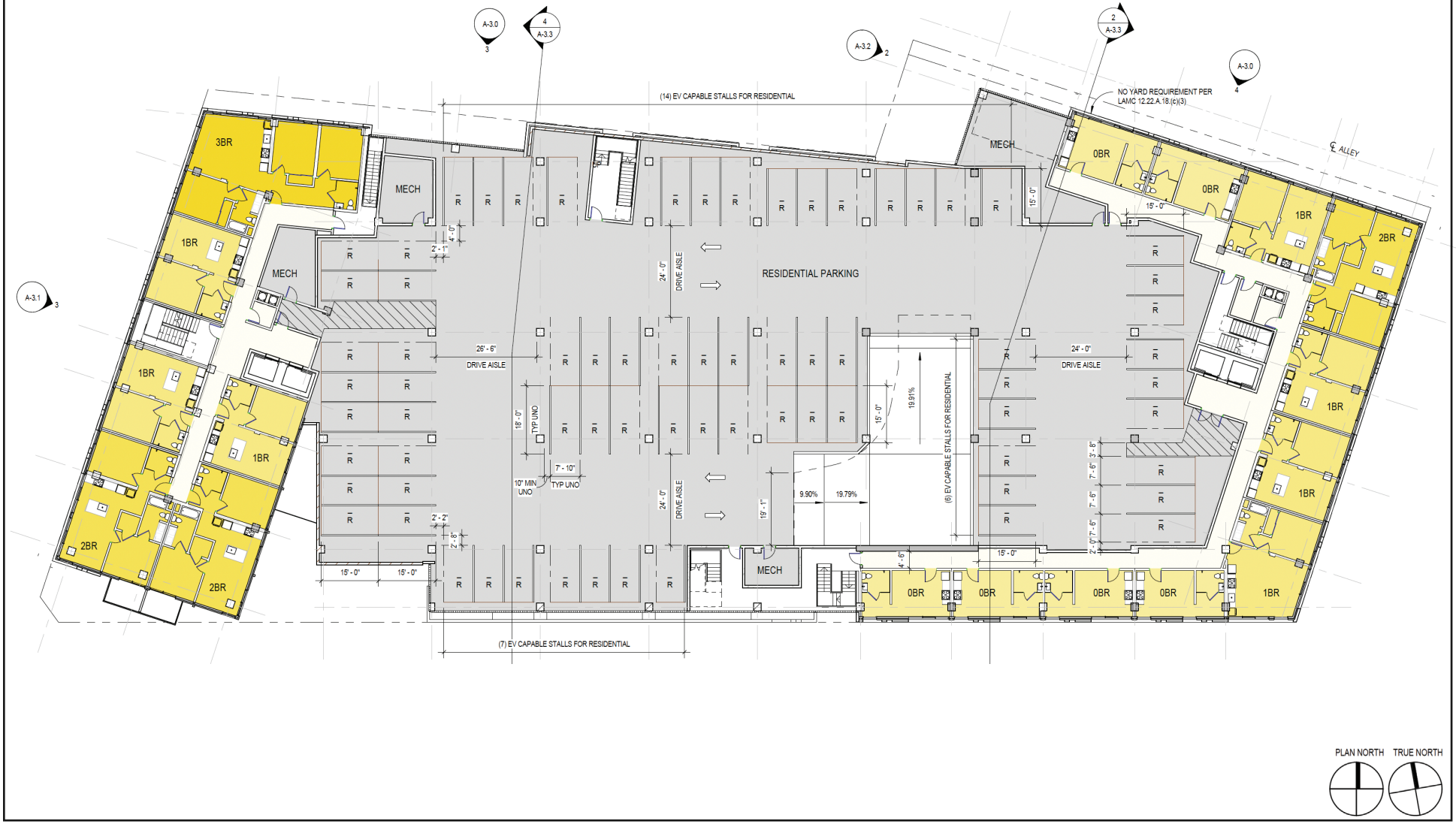
Source: Asulon Architecture and Design, October 1, 2025.

Figure 7
Level 1 Floor Plan



Source: Asulon Architecture and Design, October 1, 2025.

Figure 8
Level 2 Floor Plan



Source: Asulon Architecture and Design, October 1, 2025.

Figure 9
Level 3 Floor Plan



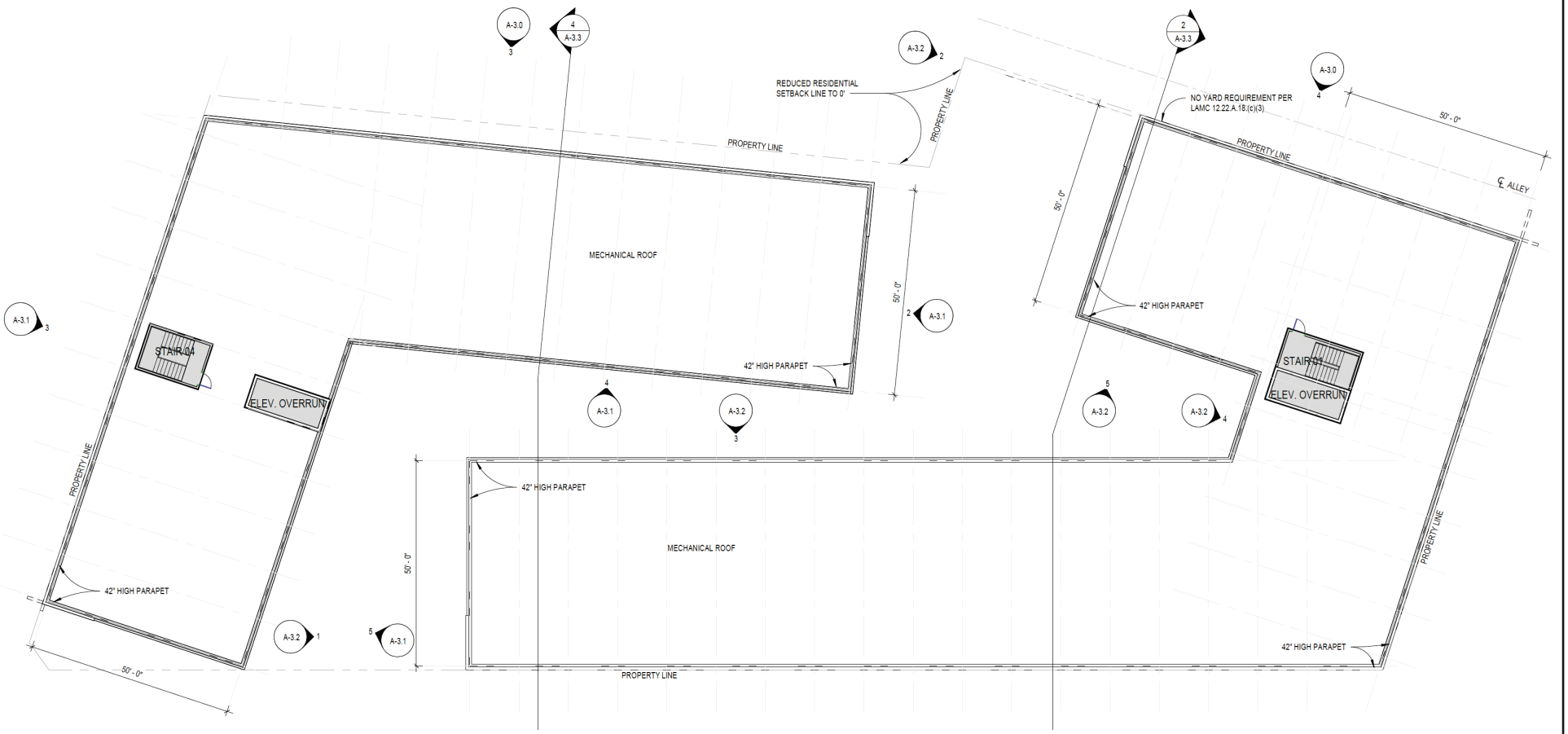
Source: Asulon Architecture and Design, October 1, 2025.

Figure 10
Level 4 Floor Plan



Source: Asulon Architecture and Design, October 1, 2025.

Figure 11
Levels 4 to 7 Typical Floor Plan



Source: Asulon Architecture and Design, October 1, 2025.

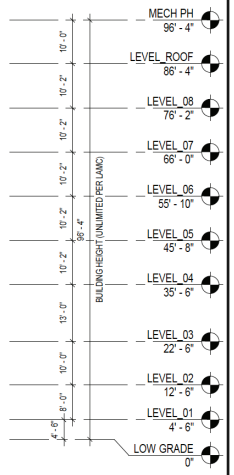
Figure 12
Roof Floor Plan



East-North
Exterior Elevation



West-North
Exterior Elevation

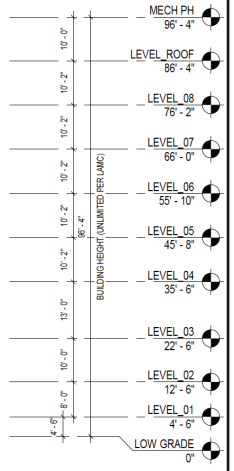




East-South
Exterior Elevation



East-East
Exterior Elevation



Source: Asulon Architecture and Design, October 1, 2025.

Figure 13
Exterior Elevations 1



West-East
Exterior Elevation

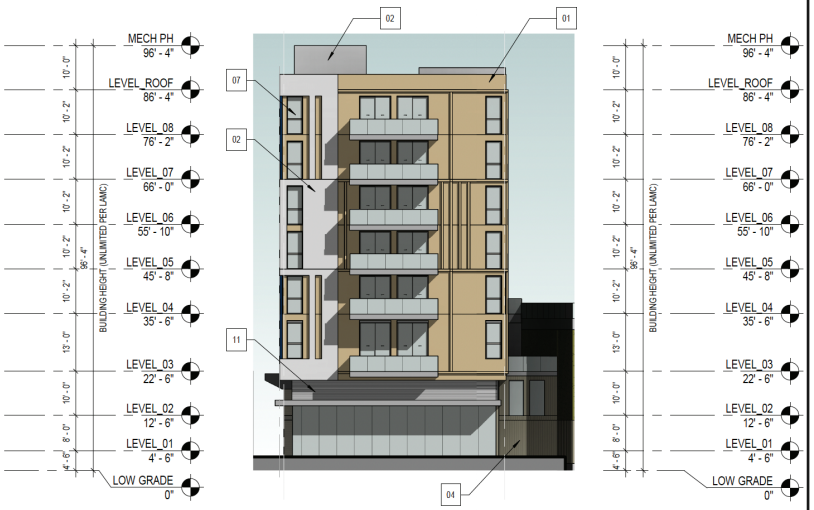
West-South
Exterior Elevation



West-East
Exterior Elevation



West-West
Exterior Elevation



West-South
Exterior Elevation

Source: Asulon Architecture and Design, October 1, 2025.

Figure 14
Exterior Elevations 2



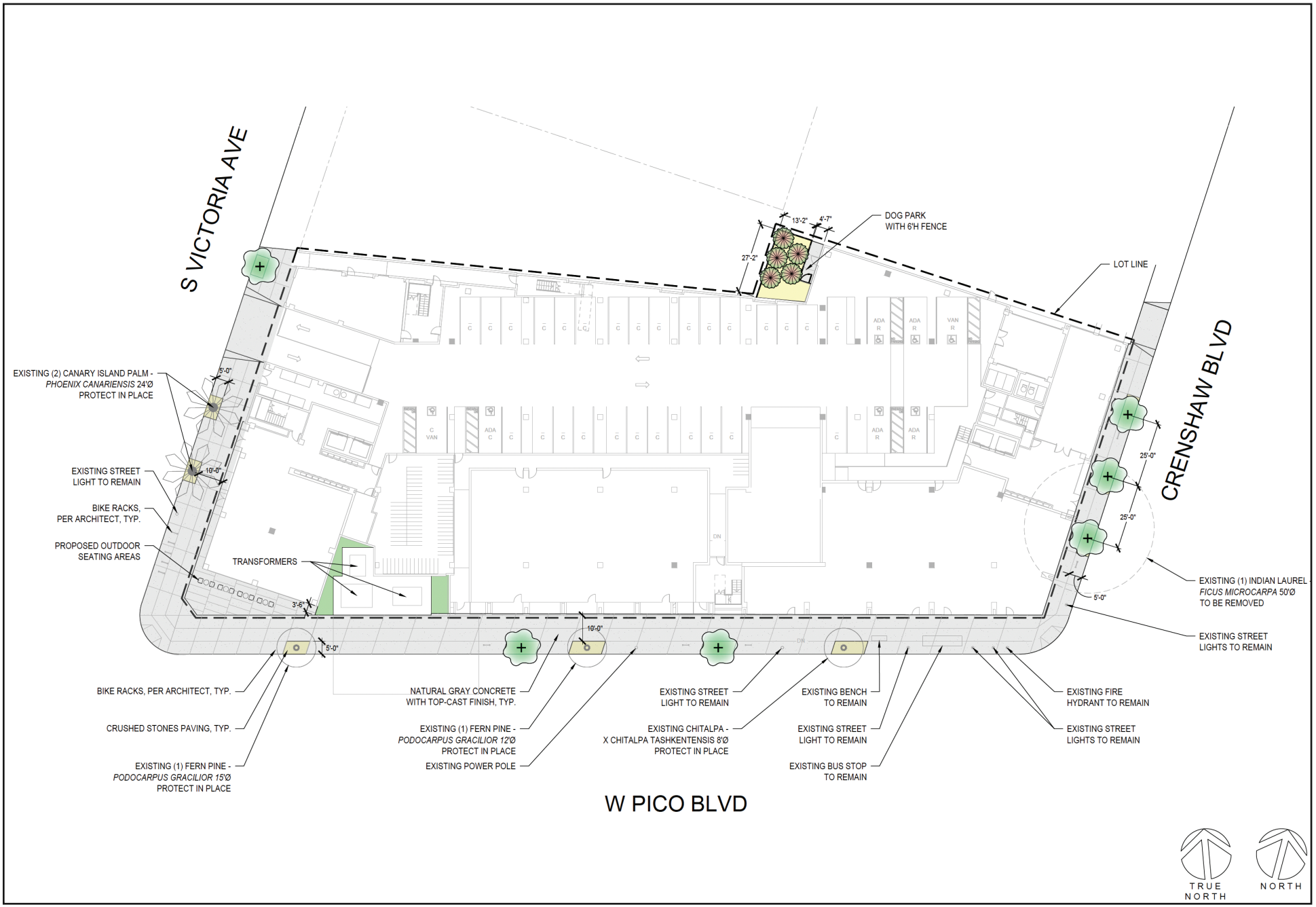
Source: Asulon Architecture and Design, October 1, 2025.

Figure 15
Building Sections



Source: Asulon Architecture and Design, October 1, 2025.

Figure 16
Architectural Rendering



Source: IMA Design, October 1, 2025.

Figure 17
Level 1 Landscape Plan



Source: IMA Design, October 1, 2025.

Figure 18
Level 4 Landscape Plan

APPENDIX B

Air Quality Impact Analysis

AIR QUALITY IMPACT ANALYSIS

for the 4201 W. Pico Boulevard Project

Prepared for:

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4010 Watson Plaza Drive, Suite 252
Lakewood, CA 90712

Prepared by:

January 2026

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Attachments

Attachment 1: *Air Quality CalEEMod Worksheets, 4201 Pico Boulevard Project, November 21, 2025.*

I. EXECUTIVE SUMMARY

This technical Air Quality Impact Analysis examines the degree to which the Proposed Project located at 4201 W. Pico Boulevard in the City of Los Angeles, CA ("Proposed Project") may result in significant environmental impacts with respect to air quality and summarizes the emission estimates relative to the respective federal, State, and local City of Los Angeles General Plan policies and applicable thresholds set by the South Coast Air Quality Management District (SCAQMD). The air quality modeling was conducted using the California Air Resources Board's (CARB)- recommended air quality modeling software program CalEEMod (*Version 2022.1.1.33*).

The following Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measure requires the Proposed Project to provide an Air Quality Impact Analysis.

4.2-2(a) Construction Emissions Reduction

For discretionary projects that meet the following criteria, prior to project approval, the Applicant shall be required to provide to the City an Air Quality Impact Analysis prepared by a qualified air quality analyst to analyze construction emissions and identify necessary mitigation:

- Demolition of more than 13,500 square feet of building area;
- Greater than 5,000 cubic yards of soil cut/fill;
- Greater than 5-acres of graded area; or use of more than ten pieces of heavy-duty construction equipment and 150 truck trips (or a total of 6,000 vehicle miles traveled by truck) on any given day during demolition, site clearing, or grading.

The Air Quality Impact Analysis shall demonstrate that project emissions are less than applicable SCAQMD regional and LST thresholds, and as applicable may include, but are not limited to, the following mitigation:

- Off-road diesel-powered construction equipment greater than 50 horsepower shall be certified for either the Tier 4 Final emission standards for CARB In-Use Off-Road Diesel-Fueled Fleets Regulations or the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOX and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the onsite air quality construction mitigation manager that the use of such devices is not practical for specific engine types.
- All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided.

- Vehicle idling shall be limited to five minutes as set forth in the California Code of Regulations, Title 13. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.
- Heavy duty diesel-fueled equipment shall use low NOx diesel fuel to the extent that it is available and feasible to use.
- Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 grams per brake horsepower-hour of PM and 0.20 grams per brake horsepower-hour of NOx emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall make these records available for inspection upon request by the City of Los Angeles or the South Coast Air Quality Management District (SCAQMD).
- Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.
- Equipment such as tower cranes and signal boards shall be electric or alternative fueled (i.e., non-diesel). Pole power shall be made available for use for electric tools, equipment, lighting, etc. Construction equipment such as tower cranes and signal boards shall utilize electricity from power poles or alternative fuels (i.e., non-diesel), rather than diesel power generators and/or gasoline power generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment will be made by the City prior to issuance of grading or building permits based on applicant provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.
- Consistent with SCAQMD Rule 403, construction contractors shall identify and implement best available dust control measures during active construction operations capable of generating dust.
- Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be kept on-site and made available to LADBS inspectors during inspection.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction activities shall be discontinued during second-stage smog alerts (when feasible). A record of any second-stage smog alerts and of discontinued construction activities as

applicable shall be maintained by the Contractor on-site. If infeasible to stop work, i.e., in the instance of a continuous concrete pour, construction activities shall be limited to those activities necessary to complete the immediate job.

- For projects where continuous pour activities will extend past the typical construction day:
  - Concrete trucks shall have an average capacity of 10 cubic yards to minimize the number of concrete truck trips.
  - Contractor shall use local concrete suppliers with 90 percent or more of the concrete supplied by one or more facilities within a driving distance of less than 5 miles per one-way trip or 10 miles round trip where feasible.
  - Contractor shall be required to use alternatively fueled concrete trucks that achieve the same or lower NOx emissions as CNG-fueled concrete trucks to the extent feasible. The level of feasibility/infeasibility shall be approved by the City prior to the beginning of concrete pouring activities.
- During plan check, applicant shall make available to SCAQMD a comprehensive inventory of all of road trucks and concrete trucks to be used for the project, including horsepower rating, engine production year, and certification of the specified equipment.

As shown herein, the regional and localized construction and operational emissions generated by the Proposed Project are below the SCAQMD's thresholds of significance prior to mitigation. As such, no mitigation measures are required.

The CalEEMod worksheets are included in Attachment 1 as supporting documentation to this report.

II. PROPOSED PROJECT DESCRIPTION

The Project Site is located at 4201-4221 W. Pico Boulevard and 1261 S. Crenshaw Boulevard in the City of Los Angeles, CA. (see Figure 1, Project Location Map). The Project Site, identified as Assessor Parcel Numbers (APN) 5082-024-001, 5082-024-016, 5082-024-017, 5082-024-018, and 5082-024-019 is comprised of five parcels that are approximately 43,448 square feet (1.00 acre) in lot area. The existing zoning designation of the site is C4-1-O with a land use designation of General Commercial and Neighborhood Office Commercial.

The Project Site is currently developed with a single-family residential building, one-story commercial and industrial warehouse buildings, and associated surface parking in an urbanized area.

The surrounding area consists of single-family and multi-family residences to the north; multi-family residential, commercial/retail, and public storage uses to the south; single-family, multi-family residences, and commercial/retail uses to the west; and single-family and multi-family residences to the east.

The Proposed Project involves the construction of an eight-story mixed-use multi-family residential and commercial building with 220 dwelling units and 12,496 square feet of ground floor retail area. The Proposed Project would provide a total of 167,900 square feet of floor area resulting in a floor area ratio of 3.86:1. Additionally, the Proposed Project would include a total of 15,800 square feet of open space, 174 vehicle parking spaces, and 162 bicycle parking spaces. The Proposed Project would include one level of at grade parking, with additional parking on the second and third floors. It is anticipated that grading and earthwork would involve up to 3,500 cubic yards of grading with up to 1,000 cubic yards of soil export.

An illustration of the Proposed Site Plan is shown in Figure 2, below.

Figure 1, Project Location Map

Figure 2, Proposed Site Plan

III. AIR QUALITY

1. INTRODUCTION

The following Air Quality Impact Analysis examines the degree to which the Proposed Project may result in significant environmental impacts with respect to air quality. Both short-term construction emissions occurring from activities such as demolition, haul truck trips, and long-term effects related to the ongoing operation of the Proposed Project are discussed in this report.

This analysis also addresses the potential for the Proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Proposed Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people. Documents and references used in the preparation of this section include, but are not limited to, the air quality modeling worksheets presented in Attachment 1, the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (1993), the 2022 Air Quality Management Plan (AQMP), as well as federal and state regulations and guidelines.

2. ENVIRONMENTAL SETTING

A. Air Quality Criteria Pollutants

(1) Air Quality and Public Health

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[1] As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS

[1] *USEPA, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed April 2025.*

which, in the judgment of the Administrator of the U.S. Environmental Protection Agency (USEPA), are necessary to protect public health.

At the regional level, the SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley.[2] The City of Los Angeles is located within the South Coast Air Basin (Air Basin) which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and State ambient air quality standards are achieved and maintained for the Air Basin. Failure to comply with these standards puts State and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD's Air Quality Management Plan (AQMP), which incorporates regional demographic projections and integrated regional land use and transportation strategies from SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the federal, State, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

(2) Local Air Quality and Air Pollution Sources

The City of Los Angeles is located within the South Coast Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

The Air Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of a high pressure system over the Northern Pacific Ocean, known as the Pacific High. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon

[2] *SCAQMD, Map of Jurisdiction, 1999.*

is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

(3) Air Pollutant Types

(a) Criteria Pollutants

The six principal pollutants for which national and State criteria and standards have been promulgated, known as “criteria pollutants”, and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants are referred to as “criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them.

(i) Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and NO_X - both byproducts of internal combustion engine exhaust - undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

(ii) Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter, PM_{10} and $PM_{2.5}$, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, such as pollen and windstorms, are naturally occurring. However, in areas such as the City of Los Angeles, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

(iii) Carbon Monoxide (CO)

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the City of Los Angeles, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

(iv) Nitrogen Dioxide (NO_2)

NO_2 is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, particularly in urban areas, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. NO_X irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of O_3.

(v) Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

(vi) Lead (Pb)

Pb is a metal found naturally in the environment as well as in manufactured products. The highest levels of Pb in air are usually found near Pb smelters. The major sources of Pb emissions to the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Pb is also emitted from the sanding or removal of old lead-based paint (LBP). Pb emissions are primarily a regional pollutant. Pb affects the brain and other parts of the body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

(b) Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^2), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., $SO_4^2$and visibility reducing particles) through other criteria pollutants. For example, $SO_4^2$are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

(i) Sulfates (SO_4^2)

$SO_4^2$are the fully oxidized ionic form of sulfur. SO_4^2occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^2in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. $SO_4^2$are particularly effective in degrading visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

(ii) Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills.[3] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[4] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[5]

(iii) Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^2, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[6] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM_{10} and $PM_{2.5,}$ as discussed above.[7]

(iv) Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.[8] Short-term health of effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to

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3 *CARB, Hydrogen Sulfide & Health, 2019.*

4 *CARB, Hydrogen Sulfide & Health, 2019.*

5 *CARB, Hydrogen Sulfide & Health, 2019.*

6 *CARB, Visibility-Reducing Particles and Health, last reviewed October 11, 2016.*

7 *California Air Resources Board, Visibility-Reducing Particles and Health.*

8 *California Air Resources Board, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed April 2025.*

increase the risk of angiosarcoma, a rare form of liver cancer in humans.[9] Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings; however, control methodologies applied to industrial facilities generally prevent emissions to the ambient air.[10]

(v) Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as VOCs, TACs, greenhouse gases (GHGs), and stratospheric O_3-depleting compounds.

(vi) VOCs

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).

(vii) Toxic Air Contaminants (TACs)

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have

[9] *California Air Resources Board, Vinyl Chloride & Health.*

[10] *California Air Resources Board, Vinyl Chloride & Health.*

not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

B. Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding air quality at the federal, state, regional, and local levels. These plans, guidelines, and laws include the following and are discussed in further detail below:

- Federal Clean Air Act
  - National Ambient Air Quality Standards
- California Clean Air Act
  - California Ambient Air Quality Standards
- California Code of Regulations
- State Programs for Toxic Air Contaminants
- Diesel Risk Reduction Program
- South Coast Air Quality Management District
  - 2022 Air Quality Management Plan
  - Air Quality Guidance Documents
  - Rules and Regulations
- Southern California Association of Governments
  - 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) ("Connect SoCal")
- City of Los Angeles General Plan Air Quality Element
  - Plan for a Healthy Los Angeles

(1) Federal

(a) Federal Clean Air Act

The Federal Clean Air Act (CAA) was enacted in 1970 and has been amended numerous times in subsequent years, with the latest amendments occurring in 1990.[11] The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[12] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of

[11] *42 United States Code §7401 et seq. (1970).*
[12] *USEPA, Clean Air Act, 1963.*

the CAA most applicable to land use development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[13]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. Table 1, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The Air Basin fails to meet national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a federal "non-attainment" area for these pollutants.

Title II pertains to mobile sources, which includes on-road vehicles (e.g. cars, buses, motorcycles) and non-road vehicles (e.g. aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The NAAQS, and the CAAQS for the California criteria air pollutants (discussed below), have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare. The NAAQS and CAAQS are listed in Table 1, below.

Table 1
Ambient Air Quality Standards

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard	California Standard
Ozone (O_3)	1-hour	—	0.09 ppm (180 µg/m^3)	—	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	—	20 µg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3	—	Non-Attainment (Serious)	Non-Attainment
	Annual	9 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)		

[13] *USEPA, Clean Air Act Overview, Clean Air Act Table of Contents by Title, Last Updated January 3, 2017.*

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard	California Standard
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	3-hour	0.5 ppm (1,300 µg/m^3)	—		
	24-hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)		
	Annual	0.03 ppm (80 µg/m^3)	—		
Lead (Pb)	30-day average	—	1.5 µg/m^3	Partial Non-Attainment[d]	Attainment
	Rolling 3-month average	0.15 µg/m^3	—		
Sulfates	24-hour	—	25 µg/m^3	—	Attainment
Hydrogen Sulfide (H2S)	1-hour	—	0.03 ppm (42 µg/m^3)	—	Unclassified

Notes:
ppm = parts per million by volume
µg/m3 = micrograms per cubic meter

[a] An ambient air quality standard is a concentration level expressed in either ppm or µg/m^{3}and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.

[b] Ambient Air Quality Standards based on the 2022 AQMP.

[c] "Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.

[d] The Los Angeles County portion of the Basin is designated as a nonattainment area for the federal lead standard based on source-specific monitoring at two locations as determined by the U.S. EPA using 2007-2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2020 period. An attainment re-designation request is pending.

Sources: United States Environmental Protection Agency, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed February 2025; and CARB, Ambient Air Quality Standards July, 7, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, accessed April 2025.

(2) State

(a) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table 1, shown above, includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the state. The CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet state standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered "non-attainment" for these pollutants.

(b) California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

(c) State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics "Hot Spots" program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants)

regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

(d) Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved us into the risk management phase of the program. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines* and the *Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

(3) Regional

(a) South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction, as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County.

(i) Air Quality Management Plan

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2022 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O_3 and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[14] sufficiently to meet the O_3 standard deadlines as NO_X plays a critical role in the creation of O_3. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[15] The 2022 AQMP is focused on

[14] *NO_x emissions are a precursor to the formation of both O_3 and secondary $PM_{2.5}$.*

[15] *Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2022 AQMP for detailed discussion).*

attaining the 2015 8-hour O_3 standard of 70 parts per billion. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies, such as regulation, accelerated development of available clean technologies, incentives and other CAA measures to achieve this standard.[16]

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State and local levels and industries. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and USEPA.

The AQMP also incorporates the transportation strategy and transportation control measures from the SCAG 2020-2045 RTP/SCS Plan.[20] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[21] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2020 AQMP, are based on the 2020-2045 RTP/SCS.

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on SCAG's 2020-2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, an 11-percent growth in employment, and a 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state, and federal levels.[22]

(ii) SCAQMD Air Quality Guidance Documents

The SCAQMD published the *CEQA Air Quality Handbook* (approved by the SCAQMD's Governing Board in 1993) to provide local governments with guidance for analyzing and mitigating

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16 *SCAQMD, Final 2022 AQMP, December 2022, page ES-2.*
20 *SCAG, Final 2020-2045 RTP/SCS, September 3, 2020.*
21 *SCAQMD, Final 2022 AQMP, December 2022, page ES-2.*
22 *SCAQMD, Final 2022 AQMP, December 2022, Figure 1-4.*

project-specific air quality impacts.[26] The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website.[27]

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[28] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMDs guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction or operation of a project.[29] The SCAQMD adopted additional guidance regarding $PM_{2.5}$ emissions in a document called *Final Methodology to Calculate Particulate Matter* $(PM)_{2.5}$ *and* $PM_{2.5}$ *Significance Thresholds*.[30] The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

(iii) SCAQMD Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to the following:

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[26] *South Coast Air Quality Management District, CEQA Air Quality Handbook 1993, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed April 2025.*

[27] *SCAQMD, Air Quality Analysis Guidance, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#. Accessed April 2025.*

[28] *SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4. Accessed April 2025.*

[29] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed April 2025.*

[30] *South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter* $(PM)_{2.5}$ *and* $PM_{2.5}$ *Significance Thresholds, 2006, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf?sfvrsn=2. Accessed April 2025.*

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which apply to the Proposed Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Proposed Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Proposed Project:

- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

(b) Southern California Association of Governments

(i) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS, a plan also known as "Connect SoCal." The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable future State GHG reduction targets of 19 percent. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on SCAG's the 2020-2045 RTP/SCS.

On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. On August 6, 2025, CARB also accepted SCAG's determination that the SCS met the applicable future State GHG reduction targets of 19 percent per capita by 2035. Similar to the previous RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies and strategies. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG. While Connect SoCal 2024 remains focused on its core responsibilities, and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and
- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.

(4) Local

City of Los Angeles General Plan Air Quality Element

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. In general, the City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements) and the City of Los Angeles' Green New Deal contain policies and programs for the protection of the environment and health through improved air quality. These serve to provide additional critical guidance for the betterment of public health for the region and the City.

The most directly related of those plans, the City's General Plan Air Quality Element, was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to land use development and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The Air Quality Element includes six key goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, the City can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air

quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles, adopted by the City Council on March 31, 2015 and amended in November 2021, lays the foundation to create healthier communities for all residents in the City. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods; a clean environment (i.e., improved ambient and indoor air quality); the opportunity to thrive; and access to health services, affordable housing, and healthy and sustainably produced food.

C. Existing Air Quality Conditions

(1) Existing Regional Air Quality

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point, area, on-road, and off-road sources. Point and area sources are the two major subcategories of stationary sources. Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries). Area sources consist of many small emission sources (e.g., residential water heaters, consumer products and permitted sources) which are distributed across the region. On-road sources and off-road sources are the two main subcategories of mobile sources, such as cars and trucks (on-road sources) and heavy construction equipment (off-road sources).

(a) Criteria Pollutants

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." The U.S. EPA and the CARB use different standards for determining whether the Basin is in attainment. Federal and state standards are summarized in Table 1, above. The attainment status for the Los Angeles County portion of the Basin with regard to the NAAQS and CAAQS are also shown in Table 1, above. The CCAA designates air basins as either in attainment or non-attainment for each state air quality standard. The Basin is designated as a state and federal non-attainment area for O3 and $PM_{2.5}$. In addition, the Basin is designated as a state non-attainment area for PM_{10} and

designated as a federal non-attainment area for lead in the Los Angeles County portion of the Basin.[32]

(i) Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Air Basin. A TAC is defined by California Health and Safety Code Section 39655 as follows:

> *"'Toxic air contaminant' means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant."*

The SCAQMD released the fifth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES V – Final Report) in August 2021.[33] MATES V estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. MATES V focused on carcinogenic risk from TACs and did not estimate other health effects from particulate exposures.[34]

In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways.

Based on average measurements at ten fixed monitoring sites, the levels of air toxics continued to decline compared to previous MATES iterations with the air toxics cancer risk at the MATES V monitoring locations ranging from 585 to 842 per million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represented approximately 88 percent of the cancer risk with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations such as refineries and power plants, as well as smaller businesses such as gas stations and chrome plating facilities. The population-weighted risk in MATES V shows a 40 percent reduction in modeled air toxics risk compared to the risks in MATES IV period (2005). Diesel-particulate matter, while also substantially reduced from past MATES, continues to dominate the overall cancer risk from air toxics. The reduction in diesel particulate matter emissions has resulted in significant improvement in cancer risks in the areas adjacent to the ports which was the area with

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[32] *As noted in the 2022 Final AQMP (at page 2-6), the Los Angeles County portion of the Basin is designated a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007–2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2020 period. The District will request that U.S. EPA re-designate the Los Angeles County portion of the Basin as attainment for lead.*

[33] *SCAQMD, Final Mates V Report, August 2021.*

[34] *Mortality and other health effects form particulate exposure were conducted as part of the 2016 and 2022 Air Quality Management Plans.*

the highest cancer risks in previous MATES. The results from this study support a continued focus on the reduction of toxic emissions, particularly from diesel engines.

As part of MATES V, the SCAQMD prepared a data visualization tool with an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks based on zip codes. The cancer risk estimates reported there should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, MATES V indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors. The estimated cancer risk for the vicinity of the Project Site (i.e., zip code 90019) is estimated at 525 incidents per one million. See Figure 3, MATES V Total Cancer Risk for the Project Site, below. Compared to previous studies of air toxics in the Basin, the MATES V study found decreasing air toxics exposure from the analysis done in the MATES IV time period.

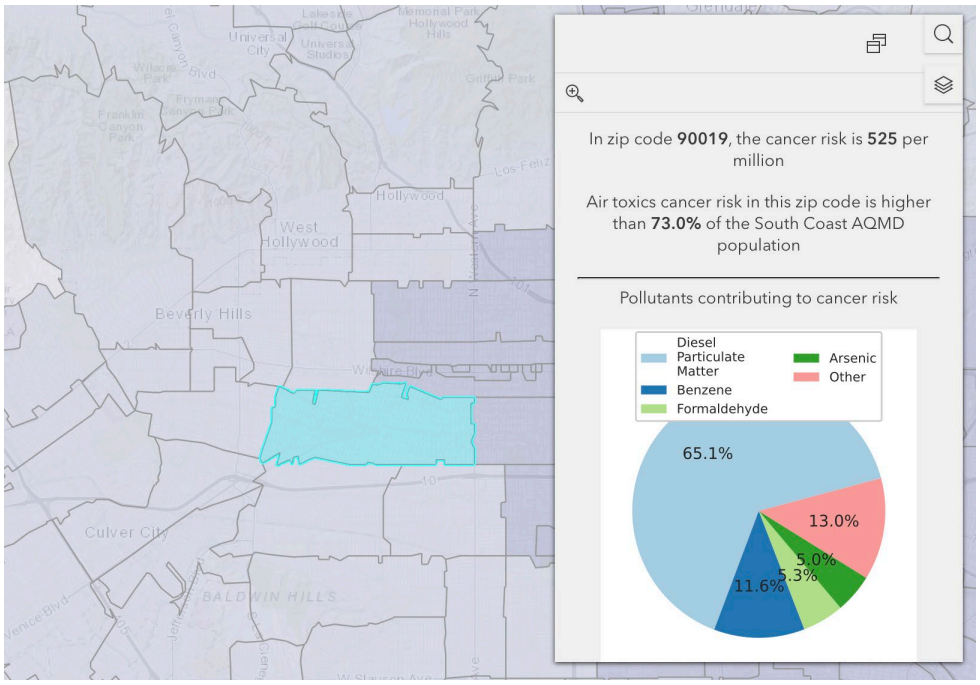


Figure 3, MATES V Total Cancer Risk for the 90019 Zip Code

(2) Existing Local Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The Project Site is located within SRA 1, which covers the Central Los Angeles County area. The closest air quality monitoring station to the Project Site is the Los Angeles-North Main Street Monitoring Station (Station ID No. 060371103) located at 630 N. Main Street, Los Angeles, approximately 6.8 miles east of the Project Site. The Los Angeles-North Main Street Station includes historic al air quality data for

O3, NO2, CO, $PM_{2.5}$, Pb, $PM_{10,}$ and SO_2. Table 2, below, provides the historical air quality data for this monitoring site from 2021 through 2024.[35]

Table 2
Summary of Ambient Air Quality in the Project Vicinity

Air Pollutants Monitored Within SRA 1 Central LA	Year			
	2021	2022	2023	2024
O_3				
Maximum 1-hour concentration measured	0.099 ppm	0.138 ppm	0.097 ppm	0.107 ppm
Number of days exceeding national 0.12 ppm 1-hour standard	0	1	0	0
Number of days exceeding State 0.09 ppm 1-hour standard	1	1	1	2
Maximum 8-hour concentration measured	0.085 ppm	0.090 ppm	0.082 ppm	0.081 ppm
Number of days exceeding national 0.07 ppm 8-hour standard	2	0	7	6
Number of days exceeding State 0.07 ppm 8-hour standard	2	6	7	6
CO				
Maximum 1-hour concentration measured	2.0 ppm	1.7 ppm	1.4 ppm	1.8 ppm
Maximum 8-hour concentration measured	1.6 ppm	1.5 ppm	1.2 ppm	1.6 ppm
NO_2				
Maximum 1-hour concentration measured	77.8 ppb	75.1 ppb	64.3 ppb	80.0 ppb
Annual average	17.7 ppb	18.5 ppb	16.2 ppb	16.5 ppb
Does measured annual average exceed national 53.4 ppb annual average standard?	No	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No	No
PM_{10}				
Maximum 24-hour concentration measured	64 µg/m^3	60 µg/m^3	57 µg/m^3	77 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0	0
Number of days exceeding State 50 µg/m^3 24-hour standard	3	4	2	10
Annual Average Concentration (Annual Arithmetic Mean (AAM))	25.5 µg/m^3	28.9 µg/m^3	24.3 µg/m^3	25.4 µg/m^3
Does measured AAM exceed State 20 µg/m^3 AAM standard?	Yes	Yes	Yes	Yes

[35] *SCAQMD, Historical Data by Year, website: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year. Accessed April 2025.*

Air Pollutants Monitored Within SRA 1 Central LA	Year			
	2021	2022	2023	2024
$PM_{2.5}$				
Maximum 24-hour concentration measured	61.0 µg/m³	33.7 µg/m³	30.6 µg/m³	55.7 µg/m³
Number of days exceeding national 35.0 µg/m³ 24-hour standard	12	0	0	5
Annual Arithmetic Mean (AAM)	12.77 µg/m³	10.94 µg/m³	10.25 µg/m³	12.01 µg/m³
Does measured AAM exceed national 12 µg/m³ AAM standard?	Yes	No	Yes [a]	Yes
Does measured AAM exceed State 12 µg/m³ AAM standard?	Yes	No	No	Yes
SO_2				
Maximum 1-hour concentration measured	2.2 ppb	6.5 ppb	7.7 ppb	2.3 ppb
99th Percentile Concentration (1 hour)	2.0 ppb	2.3 ppb	2.0 ppb	1.8 ppb
Pb				
Maximum monthly average concentration measured	0.011 µg/m³	0.07 µg/m³	0.007 µg/m³	0.008 µg/m³
Maximum 3-month rolling averages	0.010 µg/m³	0.07 µg/m³	0.006 µg/m³	0.008 µg/m³

Notes:
ppm = parts by volume per million molecules of air
ppb = parts per billion per billion molecules of air
µg/m3=micrograms per cubic meter
[a] National AAM standard for 2023 is 9 µg/m³.
Source: SCAQMD, Historical Data by Year, website: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed January 2026.

According to the air quality data shown in Table 2, the State one-hour ozone standard was exceeded 1 day in 2021 through 2023 and 2 days in 2024. The national eight-hour ozone standard was exceeded for 2 days in 2021, 7 days in 2023, and 6 days in 2024. The State eight-hour ozone standard was exceeded 2 days in 2021, 6 days in 2022, 7 days in 2023, and 6 days in 2024. The federal 24-hour PM_{10} standard has not been exceeded from 2020 through 2023, while the State 24-hour PM_{10} standard was exceeded 3 days in 2021, 4 days in 2022, 2 days in 2023, and 10 days in 2024. In addition, the State annual average standard for PM_{10} was exceeded each year from 2021 to 2024. The national 24-hour $PM_{2.5}$ standard was exceeded 12 days in 2021 and 5 days in 2024. The national annual average standards for $PM_{2.5}$ were exceeded in 2021, 2023, and 2024, but not in 2022.The State annual average standards for $PM_{2.5}$ were exceeded in 2021 and 2024, but not in 2022 and 2023. Furthermore, neither national nor state standards for SO_2, CO, Lead (Pb) or NO_2 have been exceeded from 2021 to 2024.

(3) Existing Sensitive Receptors in the Local Vicinity

For purposes of identifying air quality impacts, sensitive receptors are defined in several ways and for several purposes. Generally, the 2005 CARB Air Quality and Land Use Handbook

considers sensitive individuals to be those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to occur include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. With respect to localized emissions, SCAQMD considers a sensitive receptor to localized emissions be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours.[36] Under these definitions, sensitive receptors within the Project vicinity include the following land uses:

1. Residence immediately north of the Project Site
2. Residence immediately north of the Project Site
3. Residences north and northeast of the Project Site
4. Residences north and northwest of the Project Site
5. Calstone Griffin Hall Event Venue
6. Templo San Simon (Temple)
7. Residences south of the Project Site
8. Los Angeles Immanuel Mission Church

A map identifying these sensitive receptors is shown in Figure 4, Air Quality Sensitive Receptors.

[36] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

Figure 4, Air Quality Sensitive Receptors

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

(1) State CEQA Guidelines Appendix G

In accordance with guidance provided in Appendix G to the state CEQA Guidelines, the Proposed Project would have a significant impact on air quality if it would cause any of the following to occur:

Threshold (a): ***Conflict with or obstruct implementation of the applicable air quality plan;***

Threshold (b): ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;***

Threshold (c): ***Expose sensitive receptors to substantial pollutant concentrations; or***

Threshold (d): ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.***

(2) SCAQMD

The SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current mass regional significance thresholds, shown in Table 3, SCAQMD Air Quality Significance Thresholds, are used in this analysis.

Table 3
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOx	100 pounds/day	55 pounds/day
VOC [a]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day

Notes:
[a] The SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.
Source: SCAQMD Air Quality Significance Thresholds, website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, Revision March 2023.

Additionally, based on the criteria set forth in SCAQMD's CEQA Air Quality Handbook, the Proposed Project may have a significant impact with regard to operational on emissions if any of the following would occur:

- Maximum on-site daily localized emissions exceed the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).
- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hr threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[37]

B. Methodology

(1) Plan Consistency

a. Consistency with General Plan Air Quality Element

As discussed previously, the City's General Plan Air Quality Element includes Citywide goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. Goals, objectives, and polices of the Air Quality Element that are relevant to the Proposed Project include minimizing traffic congestion and increasing energy efficiency, as well as reducing air pollutant emissions consistent with the AQMP.

b. Consistency with Air Quality Management Plan

The SCAQMD is required, pursuant to the CAA, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and $PM_{2.5}$). The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 2, 2022 (2022 AQMP). The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy. The Proposed Project's consistency

[37] *SCAQMD, Final-Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.*

with the 2022 AQMP is evaluated based on consistency with its applicable growth projections and emission control strategies.

(2) Construction Emissions

This analysis assumes a construction schedule of approximately 18 months, with a final buildout year in 2028. This construction schedule is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing; (2) grading; (3) building construction; and (4) architectural coating/finishing.

Construction of the Proposed Project has the potential to generate temporary pollutant emissions through the use of heavy-duty construction equipment, such as graders, and through vehicle trips generated from workers and haul and delivery trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from certain non-enclosed demolition activities and various soil-handling activities. Mobile source emissions, primarily NOx, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

(a) Regional Emissions

Construction activities associated with demolition/site clearing, grading, building construction, and architectural coating/finishing would generate pollutant emissions and have been modeled to analyze the potential impacts from these activities. Specifically, these construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Some activities, such as demolition inside of existing structures would be enclosed and thereby limit dust or other related emissions. The activities would also occur in compliance with all regulatory requirements to control emissions during construction. The proposed development program's construction emissions were compared to the thresholds established by the SCAQMD as shown in Table 3, above. It was assumed that all of the construction equipment used would be diesel-powered.

(b) Localized Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants (see Table 3). To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs). Lead agencies may use the LST mass rate look-up tables as a screening analysis. If a project exceeds any applicable LST when the mass rate look-up tables are used as a screening analysis, then project-specific air quality modeling may be performed. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared

by the SCAQMD,[38] 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, PM_{10}, and $PM_{2.5}$. Since the Project Site encompasses approximately one acre, the one-acre LSTs were applied for the Project Site. The localized thresholds for all phases of the Proposed Project are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.

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 SRA. In terms of NO_x emissions, the two principal forms of NO_x are nitric oxide (NO) and NO_2, with the vast majority (95 percent) of the NO_x emissions being comprised of NO. However, because adverse health effects are associated with NO_2, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels. Nitric Oxide is converted to NO_2 by several processes, the two most important of which are (1) the reaction of NO with O_3, and (2) the photochemical reaction of NO with hydrocarbons. When modeling NO_2 emissions from combustion sources, the SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source.

For PM_{10} LSTs, the thresholds were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$ LSTs, the thresholds were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions. The resulting on-site construction emissions generated for each construction phase were analyzed against the applicable LST for each phase.

(3) Operational Emissions

(a) Regional Emissions

Operational emissions associated with the Project's proposed land uses were calculated using CalEEMod *Version 2022.1.1.33*. Operational emissions associated with the Proposed Project would be comprised of mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site associated with operation of the Proposed Project. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in emissions is compared with the SCAQMD's recommended regional thresholds for operational emissions as shown in Table 3.

[38] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

(b) Localized Emissions

i. On-Site Emissions

Localized impacts from proposed development operations include calculation of on-site emissions (using SCAQMD's recommended CalEEMod program) and evaluation of these emissions consistent with the SCAQMD's LST methodology. On-site emissions include activities associated with on-site activity and building systems equipment.

ii. Off-Site Emissions

Potential localized CO concentrations from induced traffic at nearby intersections are also addressed, consistent with the methodologies and assumptions used in the consistency analysis provided in the 2003 AQMP. The analysis prepared for CO attainment in the Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the Air Basin. CO attainment was thoroughly analyzed as part of the 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). In the 2003 AQMP, the SCAQMD conducted CO modeling for the four worst-case intersections in the Basin, including the intersections of: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; and (d) Long Beach Boulevard and Imperial Highway. The SCAQMD noted that the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.[39] This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The emission data provided in Table 4-10 of Appendix V of the 2003 AQMP demonstrates that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue.[40] When added to the existing background CO concentrations, the worst-case CO levels in the Basin would be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), which is well under the SCAQMD's thresholds of significance of 20 ppm (one-hour average), and 9.0 ppm (eight-hour average), respectively. Based on the ratio of the one-hour CO standard (20.0 ppm) and the modeled worse-case emission value (4.6 ppm) the CO threshold of significance would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. Thus, if a study intersection impacted by a project is below 400,000 vehicles a day, it can reasonably be concluded that the project would not generate a significant CO hotspot impact and no further analysis is warranted. If a study intersection impacted by the proposed development program exceeds 400,000 vehicles per day, further CO hotspot analysis is recommended.

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39 *SCAQMD, 2003 Air Quality Management Plan, Appendix V, 2003.*
40 *SCAQMD, 2003 Air Quality Management Plan, Appendix V, 2003.*

(4) Toxic Air Contaminants (Construction and Operation)

Potential impacts from TACs were analyzed qualitatively to determine whether a more detailed analysis was necessary (i.e., Health Risk Assessment). Impacts from TAC emissions during construction were evaluated based on the length of construction and the amount of diesel particulate matter emissions. The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. Impacts from TAC emissions from operation were based on the type of land uses and activities proposed by the Project. Land uses that involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs include truck stops and warehouse distribution facilities.

C. Project Impacts

Threshold a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

(1) Consistency with the 2022 AQMP

A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the SCAG approved its 2020-2045 RTP/SCS that includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2022 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2022 AQMP and State Implementation Plan (SIP) for the Basin are based on SCAG's RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP. The Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2020-2045 RTP/SCS to increase housing density within close proximity to HQTAs. The Proposed Project would concentrate new development within a half of a mile (walking distance) of several Metro bus lines that connect to all regions of the Los Angeles County area, specifically the transit corridors along Pico Boulevard, Crenshaw

Boulevard, Venice Boulevard, and Olympic Boulevard. Thus, the Project Site's location provides opportunities for residents, patrons, and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a TPA as defined by PRC Sections 21099 and 21064.3. The California Department of Transportation, the U.S. Environmental Protection Agency, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in proximity to transit. As such, the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2020-2045 RTP/SCS. The Proposed Project would not conflict with or obstruct implementation of the 2022 AQMP, and Proposed Project impacts would be less than significant.

(2) Consistency with the General Plan Air Quality Element

The City's Air Quality Element sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. The Proposed Project would adhere to SCAQMD rules that regulate particulate emissions. Construction activities associated with the Project would be required to comply with SCAQMD Rule 403—Fugitive Dust, which requires appropriate dust control measures to be implemented during each phase of development. In addition, the Project would comply with CARB's In-Use Off-Road Diesel Regulation, which controls the construction fleet engine fuel efficiency, and with CARB's Airborne Toxic Control Measure (ATCM), which also sets requirements for construction fleet engines and horsepower. Accordingly, particulate emissions at the Project Site during construction of the Project would be minimized. Furthermore, the Proposed Project would place dwelling units and commercial/retail space in a designated TPA and HQTA, thereby minimizing demands for vehicles and reducing regional VMT. The RTP/SCS acknowledges that mixed-use development projects with local-serving retail uses in HQTAs achieve the intended reductions in VMT and GHG emissions. The Project would, thereby, encourage walking from the new residential units to the on-site and nearby commercial and entertainment uses. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promote a pedestrian-friendly environment. The Project would improve the public sidewalks in accordance with the Mobility Plan standards along the Project Site's frontages on Pico Boulevard and would include commercial uses along these streets to enhance the pedestrian experience and promote walkability. In addition, the Project would provide bicycle spaces to promote travel by bicycle. Therefore, the Proposed Project would be generally consistent with the goals and policies of the City of Los Angeles General Plan Air Quality Element.

Threshold b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would cumulatively contribute to an existing or projected air quality violation. As the Basin is currently in State non-attainment for ozone, PM_{10}, and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regard to determining the significance of the Proposed Project's cumulative contribution to an exceedance of criteria air pollution concentrations, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, 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. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, the analysis presented below addresses the Proposed Project's construction and operational impacts relative to the SCAQMD's regional thresholds of significance.

(1) Regional Construction Emissions

a. Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four consecutive phases: (1) demolition/site clearing, (2) grading, (3) building construction, and (4) architectural coating/finishing. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants at various stages of construction. Construction activities involving site grading and foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.33*) as recommended by the SCAQMD. Table 4, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to

occur on peak construction days for each construction phase. 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.

The Project Site is currently developed with a single-family residence, commercial and industrial warehouse buildings, and associated surface parking, totaling approximately 22,252 square feet of floor area. All of the existing uses on the Project Site are currently vacant, aside for one commercial building totaling approximately 1,350 square feet. As such, existing air pollutant emissions, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site were not deducted from the Proposed Project's air pollutant emissions.

As required by SCAQMD Rule 403 (Fugitive Dust), the calculations of PM_{10} and $PM_{2.5}$ presented in Table 4 assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development. Rule 403 control requirements include, but are not limited to, the following:

- All unpaved demolition and construction areas would be wetted at least twice daily during excavation and construction, and temporary dust covers would be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent;
- The construction area would be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind;
- A wheel washing system would be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site;
- All clearing, earth moving, or excavation activities would be discontinued during periods of high winds (i.e., greater than 15 miles per hour (mph)), so as to prevent excessive amounts of dust;
- All dirt/soil loads would be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- All dirt/soil materials transported off-site would be either sufficiently watered or securely covered to prevent excessive amount of dust;
- General contractors would maintain and operate construction equipment so as to minimize exhaust emissions; and
- Trucks having no current hauling activity would not idle but be turned off.

As shown in Table 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. Therefore, construction impacts are less than significant.

Table 4
Proposed Project Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds Per Day [a]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition/Site Preparation						
Off Road Equipment	0.52	4.9	7	0.01	0.16	0.15
Demolition	--	--	--	--	0.52	0.08
Worker/Vendor/Hauling	0.06	0.86	1.13	0.01	0.35	0.1
Demolition Subtotal	**0.58**	**5.76**	**8.13**	**0.02**	**1.03**	**0.33**
Excavation/Grading						
Off Road Equipment	1.20	11	12	0.02	0.47	0.44
Dust from Material Movement	--	--	--	--	2.1	1
Worker/Vendor/Hauling	0.06	0.54	1.00	<0.005	0.28	0.08
Excavation Subtotal	**1.26**	**11.54**	**13.00**	**0.02**	**2.85**	**1.52**
Building Construction						
Off Road Equipment	0.95	8	9.7	0.02	0.27	0.24
Worker/Vendor/Hauling	0.73	2.16	12.61	0.01	2.83	0.67
Building Construction Subtotal	**1.68**	**10.16**	**22.31**	**0.03**	**3.1**	**0.91**
Architectural Coating						
Off Road Equipment	0.11	0.83	1.10	<0.005	0.02	0.02
Architectural Coating	10	--	--	--	--	--
Worker/Vendor/Hauling	0.14	0.13	2.30	0.00	0.50	0.12
Architectural Coating Subtotal	**10.25**	**0.96**	**3.40**	**0.00**	**0.52**	**0.14**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
Source: Parker Environmental Consultants, 2025. Calculation sheets are provided in Attachment 1 to this report.

(2) Regional Operational Emissions

a. Proposed Project Emissions

Operational emissions associated with the Proposed Project would be comprised of mobile source emissions, area source emissions, and energy source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site. Area source emissions would be generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in the Proposed Project's operational air quality emissions is compared to the SCAQMD's recommended mass regional thresholds for operational emissions shown in Table 3, above. As shown in Table 5, Proposed Project Estimated Daily Regional Operational Emissions, below, the Project Site's operational emissions would be below the regional thresholds of significance set by the SCAQMD. Accordingly, the Proposed Project would result in less than significant regional air quality emissions, and no mitigation measures are required.

As discussed above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

Table 5
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	3.6	2.6	31	0.08	7.3	1.9
Area Sources	5.3	0.15	16	<0.005	0.01	0.01
Energy Sources	0.03	0.57	0.25	<0.005	0.05	0.05
Stationary Sources	8.2	37	21	0.04	1.2	1.2
Total Project Emissions:	***17***	***40***	***68***	***0.12***	***8.6***	***3.1***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	3.5	2.8	28	0.07	7.3	1.9
Area Sources	3.6	--	--	--	--	--
Energy Sources	0.03	0.57	0.25	<0.005	0.05	0.05
Stationary Sources	8.2	37	21	0.04	1.2	1.2
Total Project Emissions	***15***	***40***	***49***	***0.12***	***8.6***	***3.1***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Parker Environmental Consultants, 2025. CalEEMod (2022.1.1.33) worksheets are provided in Attachment 1.

Threshold c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

(1) Localized Construction Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are 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, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, 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, PM_{10}, and $PM_{2.5}$.

The Project Site is located in SRA 1, which covers the Central Los Angeles County area. The nearest sensitive receptors that could potentially be subject to the localized air quality impacts associated with construction of the Proposed Project are identified in Figure 4. Given the proximity of these sensitive receptors to the Project Site, 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, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. The Project Site is approximately one acre. Thus, the construction LSTs for all phases are based on a Project Site of one acre. As shown in Table 6, 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.

Table 6
Localized On-Site Peak Daily Construction Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x [a]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing	4.9	7.0	0.68	0.23
Excavation/Grading	11	12	2.57	1.44
Building Construction	8	9.7	0.27	0.24
Architectural Coatings	0.83	1.1	0.02	0.02
SCAQMD Localized Thresholds [b]	**74**	**680**	**5**	**3**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

Notes:
[a] *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 "Appendix C - Mass Rate LST Look-up Tables" 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.*
[b] *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.*
Sources: Final Localized Significance Threshold Methodology, June 2003, Revised July 2008; and Parker Environmental Consultants, 2025. The CalEEMod 2022.1.1.33 worksheets are provided in Attachment 1.

(2) Localized Operational Emissions

Localized operational emissions from natural gas, architectural coatings, and consumer products would increase the amount of localized air pollution on the Project Site. Operation of the Proposed Project would replace existing residential, commercial, and industrial warehouse land uses and surface parking on-site. As such, the Proposed Project would introduce new sources of localized emissions to the area. Table 7, below, shows the total amount of on-site emissions from the operation of the Proposed Project. As shown, the Proposed Project's on-site localized emissions would not exceed any of the localized thresholds for a site of one acre, as a conservative estimate. Therefore, localized on-site operational emissions would be less than significant.

Table 7
Localized On-Site Peak Daily Operational Emissions

Emissions Source [a]	Total On-site Emissions (Pounds per Day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Sources	0.15	16	0.01	0.01
Energy Sources	0.57	0.25	0.05	0.05
Stationary Sources	37	21	1.2	1.2
Total On-Site Emissions:	**37.72**	**37.25**	**1.26**	**1.26**
SCAQMD Localized Thresholds [b]	**74**	**680**	**5**	**3**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

[a] *Emissions from area and energy sources were analyzed for the peak winter and summer months.*
[b] *The localized thresholds for all sources are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*

Source: Parker Environmental Consultants, 2025. The CalEEMod 2022.1.1.33 worksheets are provided in Attachment 1 to this report.

(3) Toxic Air Contaminants Impacts

The Proposed Project consists of a mixed-use residential and commercial development that would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs. Additionally, as noted in CAPCOA's *Health Risk Assessments for Proposed Land Use Projects* (2009), the SCAQMD recommends that Health Risk Assessments (HRAs) be conducted for substantial sources of diesel particulate matter for developments that include truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units, which does not apply to the Proposed Project. The Proposed Project includes the new construction of an eight-story mixed-use multi-family residential and commercial building. The site plan identifies one loading dock space which would not have the capacity to generate more than 100 trucks per day. As such, no significant toxic airborne emissions would result from the operation of the Proposed Project**.**

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 18 months, the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than-significant impact. Therefore, impacts associated with the generation and/or release of TACs would be less than significant.

In conclusion, on-site localized emissions from the Proposed Project's construction and operation would not exceed the established SCAQMD localized thresholds. Therefore, localized construction and operational related air quality impacts would be considered less than significant without mitigation. Additionally, potential air toxic impacts to sensitive receptors from the Proposed Project TAC emissions would also be less than significant without mitigation.

Threshold d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Proposed Project does not include any of the uses identified by the SCAQMD as being associated with odors (such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding). In addition, SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.

The Proposed Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Odors from garbage chutes and enclosed refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures. Therefore, a less-than-significant impact would occur with respect to the creation of objectionable odors during operation.

In conclusion, the Proposed Project's adherence to SCAQMD Rule 1108, Rule 1113, and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's short-term construction and long-term operations phase. Therefore, impacts associated with odors from the Proposed Project would be less than significant without mitigation.

D. Mitigation Measures

The Proposed Project's air quality impacts would not exceed the regional and localized air quality thresholds. Therefore, no mitigation measures are required.

E. Cumulative Impacts

Development of the Proposed Project in conjunction with other development projects within 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. The 2022 AQMP was prepared to

accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth that is consistent with the 2022 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2022 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, the Proposed Project's cumulative impacts related to conformance with the 2022 AQMP would be less than significant.

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 SCAQMD recommended daily 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. Thus, as discussed 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. Therefore, cumulative air quality impacts would be less than significant.

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ATTACHMENT 1

CALEEMOD AIR QUALITY WORKSHEETS

APPENDIX C

Construction and Operational Noise Study

CONSTRUCTION AND OPERATIONAL NOISE STUDY

for the 4201 W. Pico Boulevard Project

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February 2026

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Attachment 1 Noise Monitoring Data and Modeling Worksheets

I. EXECUTIVE SUMMARY

The purpose of this Construction and Operational Noise Study is to analyze and disclose the construction and operational noise impacts of the 4201 W. Pico Boulevard Project ("Proposed Project"), located at 4201 W. Pico Boulevard in the City of Los Angeles, CA ("Project Site"). A detailed description of the Proposed Project is provided in Section II, below.

The following Citywide Housing Element 2021-2029 and Safety Element Updates Program EIR Mitigation Measures require the Proposed Project to provide a Construction and Operational Noise Study.

4.10-1(f) Project-Specific Construction Noise Study

A Construction Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for discretionary projects in the City located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics:

- Two or more subterranean levels or 20,000 cubic yards or more of excavated material;
- Construction duration (excluding architectural coatings) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

The Construction Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses (e.g., residences, transient lodgings, schools, libraries, churches [or other places of assembly], hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks), and identify measures to reduce noise exposure. The Construction Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques may include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Construction Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.

Project Applicants shall be required to comply with all requirements of Mitigation Measures 4.10-1(a) through 4.10-5(e) in addition to any additional requirements identified and recommended by the Construction Noise Study and shall maintain proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements.

4.10-2 Project-Specific Operational Noise Study

A Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary housing developments with roof decks and/or pool decks in the City of Los Angeles concurrent with Design Review and prior to the approval of building permits. The Noise Study shall include:

- Description of pertinent noise regulations.
- Analysis of operational noise generated by the project's roof decks and/or pool decks to noise-sensitive land uses.
- Comparison of noise levels to applicable City thresholds, such as if the project's operational noise would exceed 3 dBA in an unacceptable land use category or 5 dBA in an acceptable land use category per the City's land use compatibility guidelines included in the City of Los Angeles General Plan Noise Element.
- If project noise would exceed City thresholds, identification of mitigation measures to reduce noise to below 3dBA in an unacceptable land use category or 5 dBA in an acceptable land use category to the extent feasible. Mitigation measures may include, but would not be limited to, operational restrictions, sound dampening equipment, or sound walls.
- Each mitigation measure in the Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.
- Applicant/owners shall comply with the mitigation plan and include the measures in construction contracts.
- Mitigation plan shall be included on plans.

As the Proposed Project includes a pool deck, this Construction and Operational Noise Study has been prepared to be consistent with Program EIR MM 4.10-1(f) and 4.10-2.

This Construction and Operational Noise Study evaluates the potential for noise and groundborne vibration impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise levels, groundborne vibration, or groundborne noise levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance.

Data used to prepare this analysis was obtained from the City of Los Angeles General Plan Noise Element, the City of Los Angeles Municipal Code ("LAMC"), the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), California Department of Transportation (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), Caltrans Transportation and Construction Vibration Guidance Manual (2020), and by measuring and modeling existing and future noise levels at the Project Site and surrounding areas. The noise measurement data and calculations cited in this noise study are provided in Attachment 1.

II. PROPOSED PROJECT DESCRIPTION

A. Project Description

The Project Site is located at 4201-4221 W. Pico Boulevard and 1261 S. Crenshaw Boulevard in the City of Los Angeles, CA. (see Figure 1, Project Location Map). The Project Site, identified as Assessor Parcel Numbers (APN) 5082-024-001, 5082-024-016, 5082-024-017, 5082-024-018, and 5082-024-019, is comprised of five parcels that are approximately 43,448 square feet (1.00 acre) in lot area. The existing zoning designation of the site is C4-1-O with a land use designation of General Commercial and Neighborhood Office Commercial.

B. Existing Uses on the Project Site

The Project Site is currently developed with a single-family residential building, one-story commercial and industrial warehouse buildings, and associated surface parking in an urbanized area.

Access to the Project Site is provided via two vehicular driveways along Pico Boulevard and one vehicular driveway along Victoria Avenue.

C. Surrounding Land Uses

The surrounding area consists of single-family and multi-family residencies to the north; multi-family residential, commercial/retail, and public storage uses to the south; single-family, multi-family residences, and commercial/retail uses to the west; and single-family and multi-family residences to the east.

D. Proposed Project

The Proposed Project involves the construction of an eight-story mixed-use multi-family residential and commercial building with 220 dwelling units and 12,496 square feet of ground floor retail area. The Proposed Project would provide a total of 167,900 square feet of floor area resulting in a floor area ratio of 3.86:1. Additionally, the Proposed Project would include a total of 15,800 square feet of open space, 174 vehicle parking spaces, and 162 bicycle parking spaces. The Proposed Project would include parking on the ground floor, second floor, and third floor. Vehicular access to the ground floor and parking areas would be provided via one two-way driveway from Victoria Avenue. Construction of the building foundations would require up to 1,000 cubic yards of soil to be exported from the Project Site.

An illustration of the Proposed Site Plan is shown in Figure 2, below.

Figure 1, Project Location Map

Figure 2, Proposed Site Plan

III. NOISE IMPACTS ANALYSIS

A. Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale ("dBA") provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. To provide a reference for noise levels expressed in dBA, Table 1, Representative Environmental Noise Levels, illustrates representative noise levels that occur in the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.

- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Table 1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Community noise levels below 60 dBA CNEL are generally considered low, moderate levels are considered to be in the 60 to 70 dBA CNEL range, and high levels above 70 dBA CNEL. Examples of noise levels in urban residential or semi-commercial areas are typically 55 to 60 dBA CNEL, whereas commercial locations are typically 60 dBA CNEL. People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA CNEL) or dense urban or industrial areas (65 to 80 dBA CNEL).

It is widely accepted that in the community noise environment, the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

B. Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move and creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The general human response to different levels of groundborne vibration velocity levels is described in Table 2, Human Response to Different Levels of Groundborne Vibration, below. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. For purposes of human perception, the range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings, such as historic buildings.

Table 2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Noise Level		Human Response
	Low Freq.[a]	Mid Freq.[b]	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low- frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transit vibration at this level is annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an. infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Mid-frequency noise: excessive even for infrequent events for some activities.

[a] *Approximate noise level when vibration spectrum peak is near 30 Hz.*
[b] *Approximate noise level when vibration spectrum peak is near 60 Hz.*
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.

C. Regulatory Framework

1. Federal Standards

a. Noise

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Proposed Project. However, Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

b. Vibration

The Federal Transit Administration (FTA) has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities and from federal roadway projects. The vibration damage criteria adopted by the FTA are shown in Table 3, Federal Transit Administration's Construction Vibration Building Damage Criteria.

Table 3
Federal Transit Administration's
Construction Vibration Building Damage Criteria

Building Category	Peak Particle Velocity (PPV) (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.

2. State Standards

a. Noise

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown in Table 4, Community Noise Exposure Level (CNEL) Land Use Compatibility Guidelines. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table 4
Community Noise Exposure Level (CNEL) Land Use Compatibility Guidelines

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*
Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services (DHS)).

b. Vibration

There are no state vibration standards that apply to the Proposed Project. Moreover, according to the Caltrans *Transportation and Construction Vibration Guidance Manual* (2020), there are no official Caltrans standards for vibration. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following criteria were to occur as shown in Table 5. This manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins, and ancient monuments, to 0.5 to 2.0 inches per second for modern industrial and commercial buildings. The vibration damage potential for older residential structures ranges from 0.3 to 0.5 inches per second.

Table 5
Caltrans' Guidelines for Vibration Building Damage

Structures and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September April 2020.

3. Local Standards

General Plan Noise Element

As discussed previously, California Government Code Section 65302(g) requires that a noise element be included in the general plan of each county and city in the state. The Noise Element of the City's General Plan establishes CNEL guidelines for land use compatibility as shown in Table 6, below, and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element of the City's General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the Proposed Project.[1]

[1] *Noise Element of the General Plan, adopted February 3, 1999, https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf, accessed March 2025.*

Table 6
City of Los Angeles Community Noise Exposure Guidelines

Land Use	Normally Acceptable [a]	Conditionally Acceptable [b]	Normally Unacceptable [c]	Clearly Unacceptable [d]
Single–family– Duplex– Mobile Homes	50 - 60	55 - 70	70 - 7–	above –5
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*
Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

In accordance with the City's Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level

may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dBA CNEL for noise-sensitive uses are generally considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for residential uses.

Los Angeles Municipal Code

Construction Noise Impacts

In August 2024, the City of Los Angeles updated its thresholds and methodology with respect to analyzing construction and noise vibration impacts. As provided, 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 the City's new construction noise thresholds. For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels. Furthermore, on- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

The LAMC contains a number of regulations that would apply to the Proposed Project's temporary construction activities and long-term operations. Provided below are the relevant sections from the LAMC that pertain to construction noise. The Applicant would be required to adhere to these code restrictions and any other conditions of approval that may be imposed on the Project to the satisfaction of the Department of City Planning.

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

(a) 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. 112.01. Radios, Televisions Sets, and Similar Devices

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device

for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area … to exceed the ambient noise level by more than five decibels.

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

(a) 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.

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

(a) Between the hours of 10:00 p.m. and. 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.
(b) 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. 112.05. 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. 113.01. Rubbish and Garbage Collection and Disposal

It shall be unlawful for any person engaged in the business of collecting or disposing of rubbish or garbage to operate any refuse disposal truck, parking lot sweeper, or vacuum truck, or to collect, load, pick up, transfer, unload, dump, discard, sweep, vacuum, or dispose of any rubbish or garbage, as such terms are defined in Section 66.00 of the LAMC, within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

Sec. 114.02. Motor Driven Vehicles

(a) It shall be unlawful for any person to unreasonably operate any motor driven vehicle upon any property within the City or to unreasonably accelerate the engine of any vehicle, or unreasonably sound, blow or operate the horn or other warning device of such vehicle in such manner:

1. As to disturb the peace, quiet and comfort of any neighborhood or of any reasonable person residing in such area
2. That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source;
3. As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or duplex, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

Sec. 114.03. Vehicles – Loading and Unloading

(a) It shall be unlawful for any person, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building.

Sec. 114.06. Vehicle Theft Alarm Systems

It shall be unlawful for any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The time period shall be calculated based upon the emission of the first audible sound and shall end five minutes thereafter notwithstanding any variation or stoppage in the emissions of audible sound. Violation of this section shall constitute an infraction.

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.

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.

Project Design Features

In furtherance of complying with the provisions set forth in LAMC Sections 112.04 and 112.05, above, the Applicant will incorporate the following features into the construction work plans, which shall be conditions of approval of the Proposed Project:

- 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.

2. ENVIRONMENTAL SETTING

A. Noise Measurements

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken at the Project Site with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. The instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement locations, the microphone was placed on a tri-pod mount at a height of approximately five feet above the local grade.

Noise measurements were conducted on the Project Site on March 18, 2025. At the noise measurement locations identified in Figure 3, Noise Monitoring and Sensitive Receptor Map, the sound level meter was programmed to record the average sound level (L_{eq}) over a period of 15 minutes. Noise levels were monitored at three locations:

(A) On the east side of Victoria Avenue, adjacent to the Project Site;

(B) On the west side of Crenshaw Boulevard, adjacent to the Project Site; and

(C) On the south side of Pico Boulevard.

The average noise levels and sources of noise monitored at each location are shown in Table 7, On- and Off-Site Noise Measurements.

Table 7
On- and Off-Site Noise Measurements

#	Location	Primary Noise Sources	Date / Start Time [a]	Noise Level Statistics (dBA)		
				L_{eq}	L_{min}	L_{max}
A	On the east side of Victoria Avenue, adjacent to the Project	Vehicle traffic, pedestrians	3/18/2025 1:18 PM	58.8	50.3	72.8
B	On the west side of Crenshaw Boulevard, adjacent to the Project Site	Vehicle traffic, pedestrians	3/18/2025 1:37 PM	70.5	58.1	84.6
C	On the south side of Pico Boulevard	Vehicle traffic, pedestrians	3/18/2025 1:54 PM	71.5	60.3	87.8

Notes:
[a] *The measurement time refer to the start time of a 15-minute noise event.*
Source: Parker Environmental Consultants, 2025. Noise measurement data are provided in Attachment 1.

Location A

Location A is located to the west of the Project Site, along the east side of Victoria Avenue fronting the Project Site. The measurement was taken on the sidewalk near the Project Site and represents noise levels for the residential neighborhood along Victoria Avenue. The predominant noise sources at Location A were observed to be light residential vehicular traffic and pedestrians along Victoria Avenue. As noted in Table 7, the ambient noise level at Location A was 58.8 dBA (L_{eq}).

Location B

Monitoring Location B is located on the west side of Crenshaw Boulevard fronting the Project Site. The measurement was taken on the sidewalk near the Project Site and represents noise levels for land uses and sensitive receptors along Crenshaw Boulevard. The predominant noise sources at Location B were observed to be vehicular traffic and pedestrians. As noted in Table 7, the ambient noise level at Location B was 70.5 dBA (L_{eq}).

Location C

Monitoring Location C is located on the south side of Pico Boulevard, adjacent to Crenshaw Boulevard. The measurement was taken to assess the noise levels of the commercial and residential uses along Crenshaw Boulevard. The predominant noise sources at Location C were observed to be vehicular traffic and pedestrians. As noted in Table 7, the ambient noise level at Location C was 71.5 dBA (L_{eq}).

B. Sensitive Receptors

The City of Los Angeles typically defines noise sensitive land uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. For purposes of assessing noise impacts on sensitive populations, the following noise sensitive land use receptors in close proximity (within 500-foot radius) were identified:

1. Residence immediately north of the Project Site fronting Victoria Avenue
2. Residence immediately north of the Project Site fronting Crenshaw Boulevard
3. Residences north and northeast of the Project Site fronting Crenshaw Boulevard and Bronson Avenue
4. Residences north and northwest of the Project Site fronting Victoria Avenue and Windsor Boulevard
5. Calstone Griffin Hall Event Venue
6. Templo San Simon (Temple)
7. Residences south of the Project Site
8. Los Angeles Immanuel Mission Church

A map identifying these sensitive receptors is shown in Figure 3, Noise Monitoring and Sensitive Receptor Map.

Figure 3, Noise Monitoring and Sensitive Receptor Map

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

1. State CEQA Guidelines Appendix G [2]

The State CEQA Guidelines Appendix G provides the following Initial Study Checklist Questions to assist lead agencies in addressing environmental noise impacts pursuant to CEQA. For purposes of this analysis, a significant noise impact would occur if the Proposed Project would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels;

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels.

2. City of Los Angeles

For the purposes of this analysis, the following thresholds of significance are used to evaluate the significance of noise and vibration resulting from implementation of the Proposed Project.

a. Construction Noise

Development carried out under the Proposed Project could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in LAMC Chapter IV, Article 1, Section 41.40. For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels. Furthermore, on- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. Construction noise would be significant if it exceeds this threshold.

[2] *As amended on January 1, 2019.*

b. Stationary On-Site Operational Noise

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.

c. Mobile Off-Site Operational Noise

A project normally has a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Changes of less than 1 dBA are usually indiscernible. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. A change of 5 dBA is readily discernible to most people in an exterior environment. Typically, an area with a CNEL above 65 dBA is considered a degraded noise environment for noise sensitive uses. Therefore, less of an increase from roadway noise is allowed. Based on similar criteria from the Federal Aviation Administration (FAA), the following thresholds of significance are used to assess roadway vehicle noise impacts at sensitive receiver locations:

- Greater than 1.5 dBA CNEL increase for ambient noise environments of 65 dBA CNEL and higher
- Greater than 3 dBA CNEL increase for ambient noise environments of 60-64 dBA CNEL
- Greater than 5 dBA CNEL increase for ambient noise environments of less than 60 dBA CNEL

d. Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Consequently, as the City of Los Angeles does not have an adopted significance threshold to assess vibration impacts during construction, Caltrans adopted vibration standards for buildings which are referenced to evaluate potential impacts related to project construction. This analysis uses the Caltrans adopted vibration standards for buildings. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following criteria were to occur as shown in Table 5, above.

B. Methodology

a. Construction Noise

Construction noise levels were estimated by noise level data for construction equipment as published in the Transit Noise and Vibration Impact Assessment Manual published by the FTA (2018). Potential noise levels are identified for off-site locations that are sensitive to noise factoring in distance attenuation and attenuation resulting from barriers that block the line of sight between the noise source and the noise receptor.

The construction equipment noise emission levels and usage factors were based on the FHWA Roadway Construction Noise Model (RCNM). Construction equipment can be considered to operate in the following two modes for Construction Noise Assessments: stationary or mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed power operation (pumps, generators, compressors) or variable noise operation (pile drivers, pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Movement around the site is considered in the construction noise prediction procedure. The construction activities for the Proposed Project would be dominated by mobile noise sources. As such the distance between the noise source and the receptor was based on the center of the Project Site to the property line of the noise receptors.

b. Stationary On-Site Operational Noise

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as building mechanical equipment and the activities anticipated to occur within the loading areas and calculating the hourly L_{eq} noise level from each noise source at sensitive receptor property lines.

c. Mobile Off-Site Operational Noise

Under ambient conditions, people generally do not perceive that noise has clearly changed until there is an increase of 3 dB; thus, a threshold of 3 dB is commonly used to define a “substantial increase” with respect to traffic noise. Based on the principles of roadway noise, it would take a doubling of the roadway’s traffic to generate a perceptible increase (3 dB) in the ambient roadway noise volume. Therefore, projects that generate less than double of the existing traffic volumes are presumed to result in a less than significant impact.

d. Groundborne Vibration

Construction activities have the greatest potential to generate groundborne vibration affecting nearby structures and noise-sensitive receptors. Construction vibration levels that could occur due to development carried out under the Proposed Project are based on reference vibration levels published by Caltrans.

C. Project Impacts

Threshold a) Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

1. Construction Noise

Construction of the Proposed Project would require the use of construction equipment for demolition/site clearing, excavation/grading, 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. Construction noise impacts were estimated for nearby sensitive receptors, which occur at varying distances from the Project Site.

Table 8, below, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from existing structures that block the line of sight between the receptor and the noise source. These solid barriers would provide noise attenuation of 10 to 20 dBA for the receptors surrounding the Project Site. As shown in the Table 8, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, exterior construction noise levels at each of the sensitive receptors would reach a maximum of 78.5 dBA L_{eq}.

Table 8
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

ID	Land Use	Existing Exterior Ambient Noise (dBA L_{eq})	Loudest Construction Noise Levels Without Project Design Features (dBA L_{eq}) [a]	Loudest Mitigated Construction Noise Levels With Project Design Features (dBA L_{eq}) [a]	Construction Noise Significance Criteria (dBA L_{eq}) [b]	Construction Noise Impact Above Threshold (dBA L_{eq})
1	Residence immediately north of the Project Site	58.8	89.4	74.4	80.0	No
2	Residence immediately north of the Project Site	70.5	93.5	78.5	80.0	No
3	Residences north and northeast of the Project Site	70.5	82.0	67.0	80.0	No
4	Residences north and northwest of the Project Site	58.8	82.0	67.0	80.0	No
5	Calstone Griffin Hall Event Venue	70.5	55.6	40.6	80.0	No
6	Templo San Simon (Temple)	58.8	60.7	45.7	80.0	No
7	Residences south of the Project Site	71.5	79.5	64.5	80.0	No
8	Los Angeles Immanuel Mission Church	71.5	66.8	51.8	80.0	No

Notes
[a] Unmitigated construction noise levels refer to the highest noise level of the four construction phases at each sensitive receptor.
[b] Significance criteria is based on an 80 dBA absolute threshold at sensitive uses
Source: Roadway Construction Noise Model (RCNM),Version 1.1.

As stated above under the Thresholds of Significance subheading, based on the provisions set forth in the LAMC, impacts associated with construction-related noise levels would not be considered a significant impact, so long as the construction activities do not exceed 80 dBA between the permissible hours of construction (i.e., 7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays). As such, temporary construction-related noise impacts would be considered less than significant.

2. Operational Noise

a. Mechanical Equipment and HVAC Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the surrounding buildings in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. Adherence to LAMC Section 112.02 would ensure the Project's noise impacts from HVAC equipment to be less than significant.

b. Traffic Noise

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. Based on the principles of roadway noise, it would take a doubling of the roadway's traffic to generate a perceptible increase (3 dBA) in the ambient roadway noise volume. If a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. LADOT performed traffic counts at the intersection of Pico Boulevard and Crenshaw Boulevard in 2019. This intersection experienced 26,163 vehicles in a 24-hour period.[3] According to the Proposed Project's Traffic Impact Analysis Report, the Proposed Project would generate a net increase of approximately 1,722 daily vehicle trips. Accounting for a 1% ambient annual trip increase plus 1,722 daily trips from the Proposed Project, this intersection would experience approximately 30,336 trips per day for the year 2028 for a worst-case scenario, assuming all Project trips pass this intersection. Therefore, the Proposed Project's estimated 1,722 average daily trips would

[3] *City of Los Angeles, Bureau of Engineering, Navigate LA, LADOT Traffic Counts at Pico Boulevard and Crenshaw Boulevard (2019), website: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/PICO.CRENSHAW.190501-AUTO.pdf, accessed April 2025.*

represent a small percent increase in the daily traffic volume at this intersection and along the existing roadways. Therefore, the Proposed Project would not double the traffic along the closest intersections and thus would not exceed the 3-dBA CNEL threshold of significance at the nearby study intersections and roadways. Thus, the Proposed Project's mobile source noise impact would be less than significant.

c. Parking Noise

Activities within the designated parking areas associated with the Project Site would have the potential to increase ambient noise levels in the area. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. However, the proposed parking areas would be provided within the ground level, second level, and third level of the proposed building. As such, sound would be enclosed and more muffled since such vehicular sounds would be contained within the parking structure of the Proposed Project. In addition, operational-related noise generated by motor driven vehicles within the Proposed Project is regulated under the LAMC. With regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. As such, impacts with respect to the Proposed Project's parking areas would be less than significant.

d. Open Space Noise

Pursuant to (AB 1307) noise generated by residents, guests, and typical social activity in residential projects is not considered a significant effect on the environment under CEQA. As such the following analysis is provided for informational purposes.

The Proposed Project would include approximately 13,650 square feet of common open space, which includes outdoor common open space 9,700 sf) and indoor common open space (3,950 sf). It is anticipated that there would not be any amplified music or speakers in the common open space areas; however, occupancy and use of these areas may increase ambient noise levels in the Project Site vicinity. Based on the size of the outdoor open space areas on the ground floor, second floor, and fourth floor, and the type of amenities provided, it is conservatively anticipated that these areas could accommodate up to 50 square feet per person for casual outdoor gatherings, resulting in 8 people on the ground floor and 186 people on the fourth floor. Based on the size of the indoor open space areas on the ground floor, second floor and fourth floor, and the type of amenities provided, it is conservatively anticipated that these areas could accommodate up to 50 square feet per person, resulting in 38 people for casual indoor gatherings on the first floor, 21 people on the second floor, and 21 people on the fourth floor. Since the Proposed Project's open space would be provided to the future residents and guests, it is anticipated that the pool deck would emit low-level passive noise. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC provides is that the 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, 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 that would result in excessive crowd noise. Further, the outdoor common open areas would be surrounded with glass fencing, planters, railings, and landscaping that would help to further attenuate noise in the surrounding area. As such, noise from the common open space would be less than significant.

Pool Deck Noise

Pursuant to (AB 1307) noise generated by residents, guests, and typical social activity in residential projects is not considered a significant effect on the environment under CEQA. As such the following analysis is provided for informational purposes in furtherance of the Housing Element Program EIR Mitigation Measure 4.10-2. Program EIR Mitigation Measure 4.10-2 requires an analysis of operational noise generated by a project's pool decks to noise-sensitive land uses. The Proposed Project includes a pool deck located on the third floor.

The Proposed Project would include approximately 9,299 square feet of common exterior open space located on the pool deck. Based on the size of this open space area and the type of amenities provided, it is conservatively anticipated that this area could accommodate up to 186 people for casual outdoor gatherings based on occupiable space.[4]

Since the Proposed Project's open space would be limited to residents and guests, it is anticipated that the pool deck would emit low-level passive noise. Outdoor activities and noise levels within this area would be regulated by the homeowner's association bylaws or otherwise specified in rental lease agreements to ensure noise levels do not create a nuisance to other occupants of the building. 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 that would result in excessive crowd noise. Further, the pool deck would be surrounded with planters, metal railings, and glass fencing that would help to further attenuate noise in the surrounding area.

Furthermore, for purposes of estimating noise from people congregating on the pool deck open space, 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 the outdoor open space. For the pool deck area, assuming 186 individuals occupy this space at one time and up to 50 percent of the people (half of which would be male and the other half female)

[4] *Based on an average of 50 square feet per occupant.*

would be talking at the same time, the noise levels from activities would range from approximately 54.0 to 55.7 dBA L_{eq} within the rooftop deck area.[5]

The noise levels of the outdoor use area on the roof deck were calculated at the two closest sensitive receptor locations (identified in Figure 1 of Attachment 3) factoring distance between the source and receptor and barrier attenuation. As shown in Table 9, below, the estimated outdoor noise levels would not exceed 5 dBA above the respective ambient noise level thresholds at any of the two closest sensitive receptors. As such, noise impacts from outdoor activities would be less than significant.

Table 9
Estimated Outdoor Noise Levels for Nearest Sensitive Receptors

Sensitive Receptor	Ambient Noise Levels (dBA) [a]	Pool Deck Noise Levels (dBA)	Ambient + Crowd Noise Levels (dBA) [b]	Threshold of Significance Criteria [c]	Exceedance Over Significance Criteria	Significant Impact?
1	58.8	54.0	60.0	63.8	**0**	**No**
2	70.5	55.7	70.6	75.5	**0**	**No**

Notes:
[a] *See Figure 3, Noise Monitoring and Sensitive Receptor Map.*
[b] *Calculations provided in Open Space Calculations in Attachment 1.*
[c] *The significance criteria are based on the ambient noise levels plus 5 dBA L_{eq}.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006 and Caltrans' Technical Noise Supplement, September 2013.
Parker Environmental Consultants, 2025.

Threshold b) Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?

Groundborne Vibration

Construction Vibration

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the

[5] *Cyril M. Harris, Handbook of Acoustical Measurements and Noise Control, Third Edition, 1991. See Noise calculation worksheets in Attachment 1.*

highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on sensitive structures (i.e., building damage).

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as neither the City of Los Angeles nor the County of Los Angeles have an adopted significance threshold to assess vibration impacts during construction, the FTA and Caltrans adopted vibration standards for buildings which are referenced to evaluate potential impacts related to project construction. This analysis uses the FTA adopted vibration standards for buildings. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table 10, below.

Table 10
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.		

Table 11, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table 11, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 11
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

Structural Vibration Impacts

In terms of construction vibration impacts on buildings, there are no buildings that are directly adjacent to the Project Site's property lines. The two residential buildings to the north are located approximately 15 feet away. Therefore, the Proposed Project would not have the potential to exceed the groundborne vibration thresholds for structural damage. Furthermore, protection against damage to adjacent structures is provided by existing law. Both the California Civil Code and the LAMC impose affirmative obligations on excavating landowners to protect against damage to adjacent structures. Civil Code Section 832 requires that excavating owners give notice of the excavation to owners of adjoining lands and buildings, use ordinary care and skill and take reasonable precautions to sustain adjoining land. Civil Code Section 832 also imposes additional obligations on owners excavating deeper than nine feet. LAMC Section 91.3307 requires that adjoining public and private property, including without limitation footings and foundations, be protected from damage during construction. As such, the Proposed Project's construction activities would have no groundborne vibration impacts upon any surrounding structures.

Operational Vibration Impacts

The Proposed Project is a mixed-use multi-family residential and commercial development and would not involve the use of stationary equipment that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) along Pico Boulevard, Crenshaw Boulevard, and Victoria Avenue, the proposed land use would not result in a substantial increase in the use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, the collection of refuse would occur within the enclosed parking structure which would effectively attenuate groundborne vibration and noise impacts. Therefore, vibration impacts associated with operation of the Proposed Project would be less than significant.

Threshold c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, would the Project expose people residing or working in the project area to excessive noise levels?

The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport to the Project Site is the Santa Monica Airport, approximately seven miles west from the Project Site. Therefore, the Proposed Project would not expose people residing or working in the Project area to excessive noise levels, and no impact would occur.

D. Mitigation Measures

No mitigation measures are required.

E. Cumulative Impacts

Sections 15126 and 15130 of the State CEQA Guidelines require EIRs to consider the significant cumulative environmental effects of a project. As defined in CEQA Guidelines Section 15355, "cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Cumulative impacts may be analyzed by considering growth assumptions in adopted plans or a list of past, present, and probable future projects producing related or cumulative impacts [CEQA Guidelines Section 15130 (b)(1)(A)]. In order to assess the potential for the Proposed Project to result in or contribute to cumulative impacts, a search of proposed related projects was conducted within a ½-mile radius of the Project Site. As shown in Table 12, below, there are 4 projects identified within ½-mile radius of the Project Site.

Table 12
Cumulative Projects in the City of Los Angeles

	Address	Project Description	Distance to Project Site
1	1327 S. West Boulevard	Residential – 27 dwelling units	0.35 mi
2	3655 W. Pico Boulevard	Residential – 89 dwelling units	0.34 mi
3	1035 S. Crenshaw Boulevard	Residential – 97 dwelling units	0.42 mi
4	1009 S. Crenshaw Boulevard	Commercial – 3,648 sf convenience store and fuel station	0.47 mi

Notes: sf = square feet, mi = mile
Source: *City of Los Angeles, Case Reports and Mapping Interactive Map, Bi-Weekly Case Filings, website: https://planning.lacity.org/resources/case-reports, accessed April 2025.*

Noise from on-site construction and operational activities is typically localized and has the

greatest potential to affect adjacent land uses within 500 feet from the construction site. In urban areas, noise from a particular source becomes less discernable at distances over 1,000 feet due to distance attenuation, barriers (such as buildings and structures that block the line of site between the noise source and the receptor), and other noise sources within the vicinity such as roadway traffic noise. Therefore, since there are no related projects within 500 feet of the Project Site, there would be no potential for the Proposed Project to result in cumulative noise impacts from construction or operational noise impacts.

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ATTACHMENT 1

NOISE MONITORING DATA AND MODELING WORKSHEETS

APPENDIX D

LADOT Correspondence Letter and Approval
of Transportation Assessment,
January 16, 2026.

Hirsch/Green Transportation Consulting, Inc.,
Traffic Impact Analysis Report,
July 2025.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

4201 W Pico Bl
DOT Case No. CEN25-58871

Date: January 16, 2026

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE WITH AFFORDABLE HOUSING PROJECT LOCATED AT 4201 WEST PICO BOULEVARD (ENV-2025-1088-EAF/CPC-2025-1087-DB-PR-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation analyses prepared by Hirsch/Green Transportation Consulting, Inc. (HGTC), dated July 2025 and December 2025, for the proposed mixed-use project located at 4201 West Pico Boulevard within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace several existing buildings and one single-family residence, all of which are vacant, with a new eight-story, mixed-use residential housing and commercial development, on the north side of Pico Boulevard between Victoria Avenue and Crenshaw Boulevard. The development will provide 220 (185 market-rate and 35 affordable) residential units, approximately 12,496 square feet of ground-floor commercial space (including a 2,129 square foot bakery and 2,397 square foot café/restaurant), and a multi-level garage that will provide 162 (148 residential and 14 commercial) bicycle parking spaces and 174 (145 residential and 29 commercial) vehicle parking spaces. The development will be accessed via a two-way driveway near the northern site boundary along Victoria Avenue. An on-site loading area is also provided at the northeastern corner of the site, which would be accessed via the east-west alley along the project's northeastern edge connecting to Crenshaw Boulevard, as illustrated in **Attachment A**. The project is expected to be completed by 2028.

B. Freeway Safety Analysis

Per LADOT's TAG issued in August 2022 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project

traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by HGTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 174 of the Code-required 392 parking spaces, promotions and marketing and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have a Household VMT per capita of 5.5 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

Access to the project parking will be provided along Victoria Avenue and access to the loading dock will be provided via alley access to the northeast along Crenshaw Boulevard. During preparation of the 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 LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development may result in adverse circulation conditions at Pico Boulevard and Victoria Avenue. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Transportation Systems Management (TSM) Improvements

Automated Traffic Surveillance and Control/Intelligent Transportation System (ATSAC/ITS)TSAC/ITS enhancements or TSM improvements would better intersection operations and increase intersection capacity within and throughout the project area. LADOT's ATSAC Section identified the need for the closed-circuit television (CCTV) system upgrades at the following intersections: Olympic Boulevard and Crenshaw Boulevard and of Venice Boulevard and Crenshaw Boulevard. These CCTV camera upgrades would provide real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project area. Collectively, these TSM improvements provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. The project should contribute **$50,000** to the Mobility Investment Trust Fund to be used for enhancements and improvements in the project area. Payment of a one-time fixed fee of $50,000 to LADOT to fund the cost of the CCTV upgrades should be made prior to the issuance of any certificates of occupancy.

2. Parking Requirements

The project would provide parking for 174 vehicles and 162 bicycles. It should be noted that the project is not required to provide vehicle parking per the State of California Assembly Bill 2097. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

3. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Crenshaw Boulevard**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way; **Pico Boulevard**, an

Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width Right-of-way; and **Victoria Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a two-way driveway near the northern site boundary along Victoria Avenue. An on-site loading area is also provided at the northeastern corner of the site, which is accessed via alley along Crenshaw Boulevard. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5 Worksite Traffic Control Requirements

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

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

7. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Segal Ismael of my staff at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

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c: Hakeem Parke-Davis, Council District 10
Hokchi Chiu, Central District, BOE
Esther Ahn, DCP
Oliver Hou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Ron Hirsch, Hirsch Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE (VMT & TIA) \ SITELAYOUTS

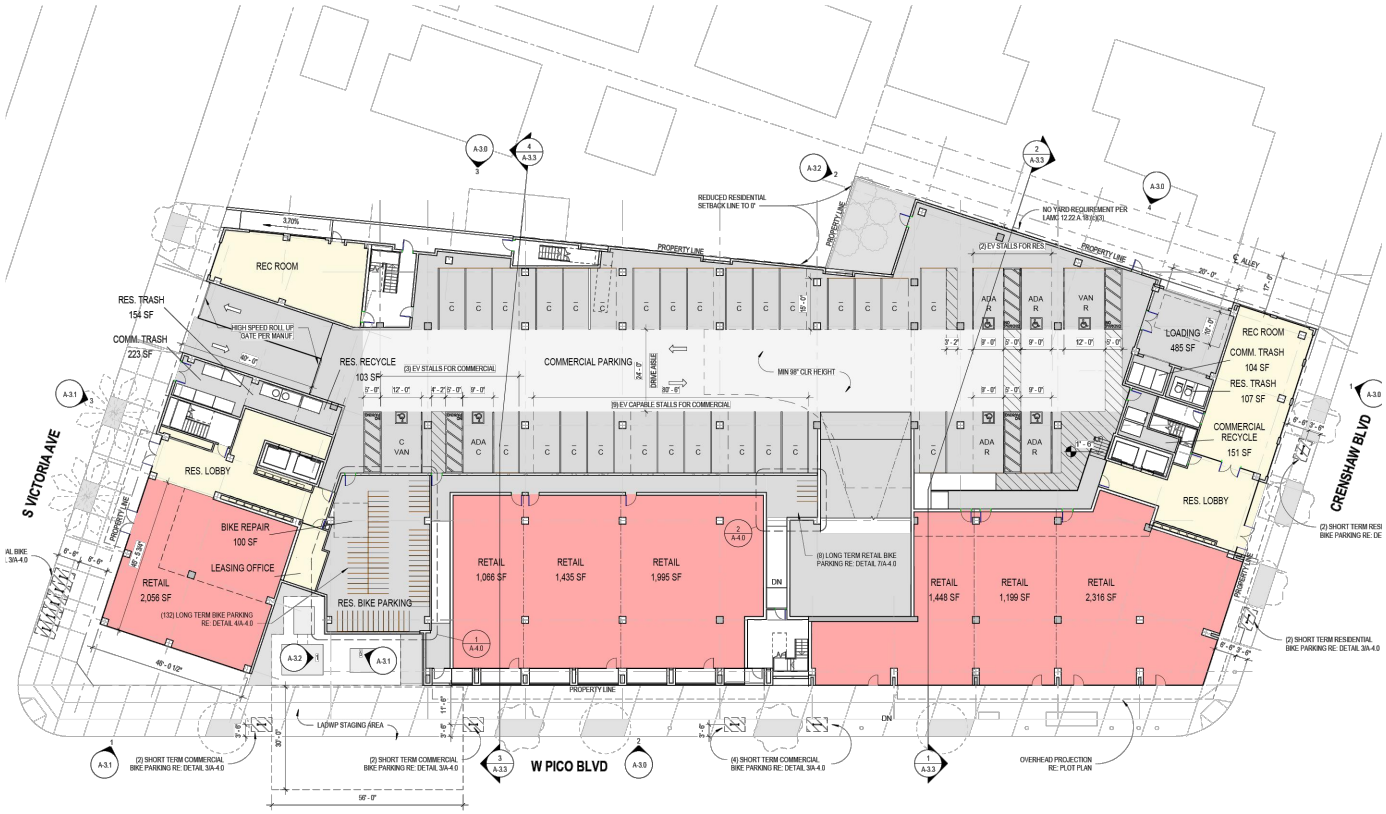


FIGURE 3(a)

12/10/2025

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Hirsch/Green Transportation Consulting, Inc.

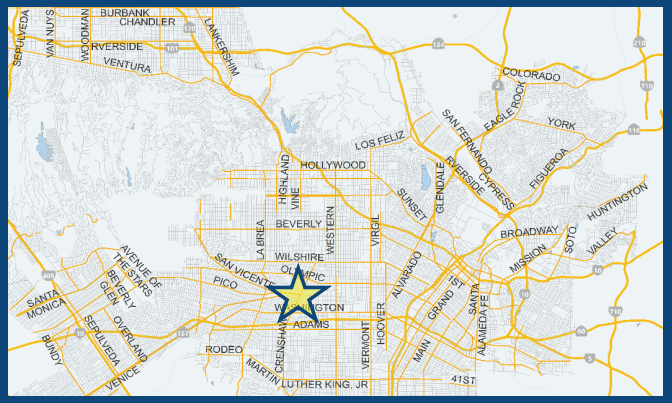
4201 PICO BOULEVARD MIXED-USE PROJECT
SITE LAYOUT - GROUND FLOOR

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Pico/Crenshaw Mixed-Use
Scenario: VMT Screening Evaluations
Address: 4201 W PICO BLVD, 90019



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
		DU

☐ 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
		ksf
Housing | Multi-Family	185	DU
Housing | Affordable Housing - Family	35	DU
Retail | General Retail	12.496	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,432 Daily Vehicle Trips
0 Daily VMT	8,857 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,432 Net Daily Trips
The net increase in daily VMT ≤ 0	8,857 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	12.496 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

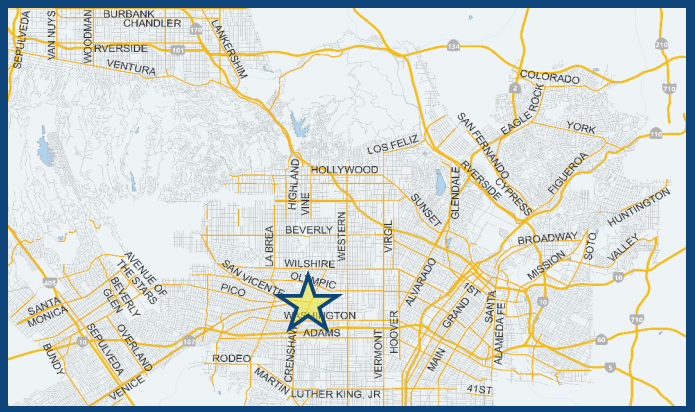
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: Pico/Crenshaw Mixed-Use

Scenario: VMT Impact Evaluations (ver 2)

Address: 4201 W PICO BLVD, 90019



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	185	DU
Housing | Affordable Housing - Family	35	DU
Retail | General Retail	12.496	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
392 city code parking provision for the project site
174 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
daily parking charge (dollar)
percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,196 Daily Vehicle Trips	**1,196** Daily Vehicle Trips
7,393 Daily VMT	**7,393** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

11/5/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 5, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations (ver 2)
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	185	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	35	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	12.496	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*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: November 5, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations (ver 2)
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

Analysis Results			
Total Employees: 25 Total Population: 527			
Proposed Project		***With Mitigation***	
1,196	**Daily Vehicle Trips**	**1,196**	**Daily Vehicle Trips**
7,393	**Daily VMT**	**7,393**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 5, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations (ver 2)
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	392	392
		Actual parking provision (spaces)	174	174
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 5, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations (ver 2)
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

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	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	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*13%*
MAX. TDM EFFECT	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 5, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations (ver 2)
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	195	-17.4%	161	8.0	1,560	1,288
Home Based Other Production	541	-29.6%	381	5.8	3,138	2,210
Non-Home Based Other Production	368	-2.4%	359	7.1	2,613	2,549
Home-Based Work Attraction	36	-30.6%	25	7.0	252	175
Home-Based Other Attraction	524	-36.3%	334	4.9	2,568	1,637
Non-Home Based Other Attraction	177	-2.8%	172	5.8	1,027	998

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.5%	134	1,075	-16.5%	134	1,075
Home Based Other Production	-16.5%	318	1,845	-16.5%	318	1,845
Non-Home Based Other Production	-16.5%	300	2,128	-16.5%	300	2,128
Home-Based Work Attraction	-16.5%	21	146	-16.5%	21	146
Home-Based Other Attraction	-16.5%	279	1,366	-16.5%	279	1,366
Non-Home Based Other Attraction	-16.5%	144	833	-16.5%	144	833

MXD VMT Methodology Per Capita & Per Employee

Total Population: 527
Total Employees: 25
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,920**	**2,920**
Total Home Based Work Attraction VMT	**146**	**146**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Table 4
Highway Capacity Manual ("HCM") Delay-Based" Intersection Operations Analysis
Existing (2025) and Future (2028) Peak Hour Conditions

Int. No.	Intersection	Peak Hour	Existing (2025)		Future (2028) Without Project		Future (2028) With Project		
			Delay	LOS	Delay	LOS	Delay	LOS	Change
1	Olympic Boulevard	AM	49.2	D	54.9	D	55.4	E	0.5
	and Crenshaw Boulevard [1]	PM	53.0	D	61.0	E	62.1	E	1.1
2	Country Club Drive	AM	9.1	A	9.2	A	9.3	A	0.1
	and Victoria Avenue [2]	PM	10.2	B	10.4	B	10.6	B	0.2
3	Country Club Drive	AM	20.3	C	21.3	C	21.6	C	0.3
	and Crenshaw Boulevard [1]	PM	28.7	C	30.3	C	31.4	C	1.1
4	Pico Boulevard	AM	23.2	C	23.4	C	23.4	C	0.0
	and San Vicente Boulevard [1]	PM	25.0	C	25.3	C	25.4	C	0.1
5	Pico Boulevard	AM	34.0	D	37.5	E	130.2	F	92.7
	and Victoria Avenue [3]	PM	47.5	E	53.5	F	89.3	F	35.8
6	Pico Boulevard	AM	88.8	F	107.5	F	113.2	F	5.7
	and Crenshaw Boulevard [1]	PM	45.9	D	56.5	E	61.5	E	5.0
7	Pico Boulevard	AM	129.9	F	139.1	F	138.8	F	-0.3
	and Arlington Avenue [1]	PM	126.5	F	135.0	F	134.6	F	-0.4
8	Venice Boulevard	AM	88.9	F	97.4	F	99.8	F	2.4
	and Crenshaw Boulevard [1]	PM	68.9	E	78.8	E	82.4	F	3.6

Notes:

[1] Signalized Intersection. "Delay" reflects total intersection approach delay in seconds per vehicle.

[2] Unsignalized Four-way Intersection (STOP-sign controlled along all approaches).
"Delay" (seconds per vehicle) and LOS reflect overall intersection conditions (weighted average of all approaches).

[3] Unsignalized Two-way Intersection (STOP-sign controlled along Victoria Avenue approaches only).
"Delay" (seconds per vehicle) and LOS reflect conditions for most constrained "minor street" approach move.

TRAFFIC IMPACT ANALYSIS REPORT

Proposed Mixed-Use Development
(222 Residential Units and 17,557 sq. ft. Commercial)
4201 W. Pico Boulevard
Los Angeles, California



Prepared for:

4201 Pico Investment LLC
4010 Watson Plaza Drive, Suite 252
Lakewood, California 90712

Prepared by:



HIRSCH GREEN
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JULY 2025

EXECUTIVE SUMMARY

The project under consideration proposes the construction of a new mixed-use affordable housing and commercial development at 4201 W. Pico Boulevard. The project site is currently occupied by several commercial buildings and one single-family residence, all of which are vacant except for a small check cashing store at the southeast corner of the site (northwest corner of Pico Boulevard and Crenshaw Boulevard). The proposed project will remove these existing uses to construct a new eight-story building containing a total of 222 residential units, including 35 affordable units, and a total of approximately 17,557 square feet of ground-floor commercial space, consisting of an approximately 10,785 square foot supermarket and about 6,772 total square feet of retail uses. Vehicular parking for the project will be provided on-site within a multi-level garage containing a total of about 169 vehicular and 166 bicycle parking spaces, accessed by a two-way driveway near the northern site boundary along Victoria Avenue. An on-site loading area is also provided at the northeastern corner of the site, which is accessed via a driveway on Crenshaw Boulevard.

The project applicant retained Hirsch/Green Transportation Consulting, Inc. to evaluate the potential transportation-related impacts of the new development based on the requirements and methodologies identified in the City of Los Angeles Department of Transportation's ("LADOT") Transportation Assessment Guidelines ("TAG", August 2022). These guidelines include analyses to determine the proposed project's consistency with applicable plans and policies related to the City's vehicle miles traveled ("VMT") evaluation criteria pursuant to Senate Bill 743 ("SB 743") and the California Environmental Quality Act ("CEQA"), as well as "non-CEQA" evaluations to assess the project's effects on local pedestrian, bicycle, and public transit access, circulation, and safety.

These evaluations confirmed that the project will result in less-than-significant impacts under the City's adopted CEQA-compliant VMT analysis standards. Specifically, the proposed project's residential component will exhibit a "per capita" household VMT of 5.7, which is less than the "per capita" household VMT significance threshold of 6.0 applicable to the study area. Further, the project's commercial component will contain less than 50,000 total square feet of floor area, which pursuant to the TAG, is assumed to consist of local-serving uses that, by definition, do not create any "per employee" work-related VMT impacts. While the proposed project will not result in significant VMT-related impacts, it will incorporate several trip-reducing strategies advocated by the City, including reduced vehicular parking (compared to typical City requirements), and the inclusion of Code-compliant on-site bicycle parking. Per LADOT, both of these measures are considered to be "project features" that can be incorporated directly into the project's design.

Although no other trip-reduction measures were assumed in this study, the proposed project will be required to comply with the City's Transportation Demand Management ("TDM") Ordinance (LAMC Section 12.26.J), which itself may result in the implementation of additional measures. While the analyses of the project's traffic-related impacts did not assume any substantial use of the existing bus service available in the project vicinity, it is anticipated that the TDM program will include measures to maximize the use of these facilities, and to encourage carpooling and ridesharing, bicycle ridership, and telecommuting. At a minimum, the TDM program will include strategies and programs identified in the TDM Ordinance, as applicable to its individual uses.

The proposed project is consistent with all applicable City plans, programs, and policies related to providing and maintaining a sustainable transportation network, including but not limited to the Mobility Plan 2035, and Vision Zero Action and Corridor Plans. Further, the project will not result in significant impacts to any existing or programmed pedestrian or bicycle-related facilities, or to public transit access or service within the study area. Therefore, the proposed project will not exhibit any significant CEQA-related impacts, and no mitigation measures are warranted.

Additionally, the proposed project is not expected to result in detrimental or undesirable effects on the study area streets or intersections, with the exception of the intersection of Pico Boulevard and Victoria Avenue, which is expected to experience substantial increases in vehicular delay and queuing along its southbound approach during both peak hours. These vehicular queues could temporarily block the project's driveway on Victoria Avenue and impede its operations during these times. Several measures to address these undesirable effects were examined, although only one, restricting the southbound approach of Victoria Avenue at its intersection with Pico Boulevard to right-turn only moves was determined to be effective in resolving the issue, although that measure exhibited the potential to result in secondary impacts, such as increases in travel distances and travel times resulting from the redirected travel route. LADOT will review each of the proposed measures and ultimately determine which, if any, may be required.

The project driveway itself will provide acceptable entry and exit capacities, and is not expected to create any long-duration "internal" or on-street vehicular queues, although as noted earlier, the potential long vehicle queues on southbound Victoria Avenue north of Pico Boulevard could temporarily block the driveway and result in undesirable driveway operations unless addressed. However, the driveway is not anticipated to disrupt pedestrian or bicycle-related activity along Victoria Avenue, and would not negatively affect the traffic flows in either direction on this street.

Further, no right-of-way dedications or roadway widenings are required along any of the project's fronting streets in order to comply with the City's Mobility Plan 2035 design standards, except for a four-foot right-of-way dedication and widening to the alley at the northeast corner of the site. The proposed project is not expected to induce any new (non-project) "cut-through" traffic onto the residential streets in the project vicinity, including Victoria Avenue and Country Club Drive, or otherwise adversely affect either of these roadways. Finally, the project will not result in any undesirable effects on existing or future pedestrian, bicycle, or public transit facilities in the area.

However, during its approximately 18-month construction period, the project is expected to close the sidewalks and on-street parking lanes along each of the site's street frontages for use as vehicle and/or equipment staging areas. The construction-related closures of the parking lanes will also result in the temporary removal of a total of nine metered on-street parking spaces, and the project will be required to reimburse the City for the loss of parking meter revenue. However, no significant detrimental effects to the overall public parking supply in the area are anticipated.

Additionally, pedestrian circulation along the site will be retained during the construction period via the installation of covered pedestrian walkways within the closed site-adjacent parking lanes. Stops or shelters are provided for several bus lines along the project's Pico Boulevard frontage, and although pedestrian access along this frontage will be provided, the pedestrian walkways will prevent access to the bus stops, and it is recommended that they be temporarily relocated to the northwest corner of the intersection of Pico Boulevard and Victoria Avenue, about 400 feet directly west of their current location. With this relocation, no long-term undesirable effects on access to public transit resulting from the project's construction-related activities are anticipated. Therefore, no undesirable construction-related impacts on bicycle or pedestrian circulation, or negative effects on access to bus stops or current bus operations in the area are expected.

Although no long-duration negative effects of the project's construction operations are expected, a Construction Traffic Management Plan ("CTMP") and Worksite Traffic Control Plan ("WTCP") must be approved by the City prior to the start of project construction. The CTMP will detail the project's construction-related operations and identify measures to minimize potential effects on the surrounding community, while the WTCP will address issues related to the management of vehicular, pedestrian, and bicycle activity in the vicinity throughout the construction activities.

Therefore, based on the results of the analyses summarized in this report, the development of a proposed new mixed-use residential and commercial project at 4201 W. Pico Boulevard will not result in any significant CEQA-related impacts, and in general, no undesirable operational effects

on the project area transportation system will occur, except at the unsignalized intersection of Pico Boulevard and Victoria Avenue, where several measures to address those negative effects are proposed. Additionally, the project is not anticipated to have any undesirable effects on the bicycle, pedestrian, or public transit facilities or operations in the project vicinity. Further, the project's construction-related activities would not result in any long-term detrimental impacts on any elements of the area transportation system, and with implementation of measures identified in its CTMP and WTCP, no significant long-term construction-related impacts are expected.

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INTRODUCTION

This report summarizes the results of a transportation assessment related to the development of a proposed new mixed-use residential and commercial project at 4201 W. Pico Boulevard, in the Wilshire Community Plan area of the City of Los Angeles. The project site itself is comprised of multiple parcels located along the north side of Pico Boulevard between Crenshaw Boulevard and Victoria Avenue, as shown in Figure 1. The proposed development will consist of a total of 222 residential units, including 187 "market-rate" and 35 "affordable" units (18 very low income and 17 moderate income) plus amenities for project residents (recreation rooms, laundry rooms, rooftop garden area, etc.), and about 17,557 square feet of ground-floor commercial floor area (10,785 square foot supermarket and 6,772 square feet of "general retail"). The project will also provide a total of approximately 169 vehicle parking spaces (109 "residential", 60 "commercial") and 166 bicycle parking spaces in a multi-level parking garage accessed by a single driveway on Victoria Avenue, along with an on-site loading area accessed via Crenshaw Boulevard.

The project applicant retained Hirsch/Green Transportation Consulting, Inc. to evaluate the potential transportation impacts of the proposed development, based on the requirements and methodologies identified in the City of Los Angeles Department of Transportation's ("LADOT") Transportation Assessment Guidelines ("TAG", August 2022). These guidelines include analyses used to determine a proposed project's consistency with current City plans and policies related to the City of Los Angeles' recently adopted vehicle miles traveled ("VMT") evaluation criteria, as required under the current California Environmental Quality Act ("CEQA"). The TAG also contains additional "non-CEQA" evaluations for identifying potential project-related effects on local vehicular, pedestrian, bicycle, and public transportation access, circulation, and safety.

The analysis methodologies and other assumptions utilized in these evaluations were provided to LADOT for their review in a draft memorandum of understanding ("MOU") prior to the initiation of the analyses. Pursuant to LADOT's subsequent approval of the MOU (dated "May 24, 2025"), this report summarizes the analysis of the regional VMT-related impacts of the proposed project (including an assessment of the "significance" of any such impacts). This study also includes an evaluation of the proposed project's potential effects on the operations of several intersections located within the immediate project vicinity, as well as to segments of the local-serving streets of Victoria Avenue and County Club Drive, both of which provide access to the project site.

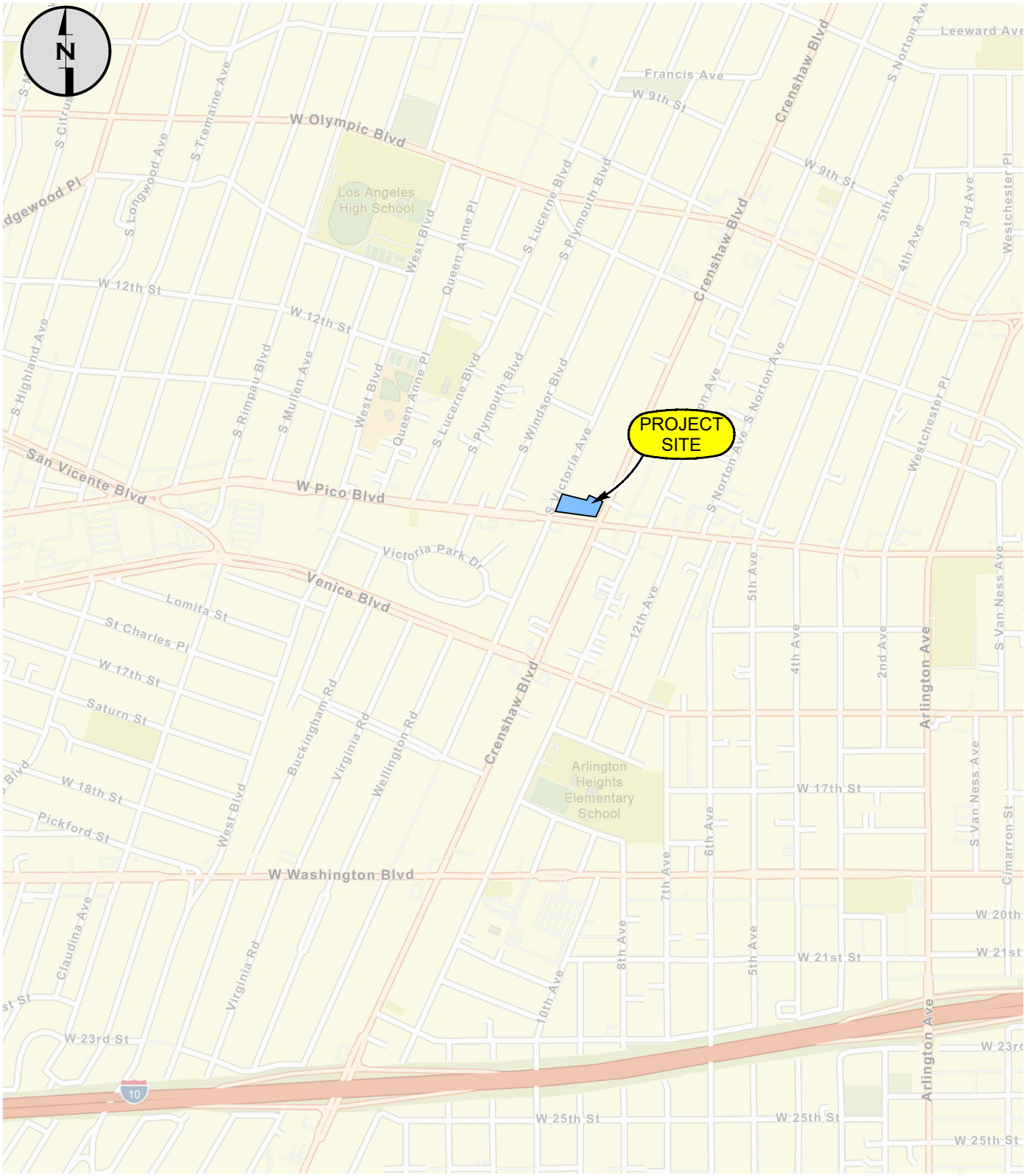


FIGURE 1

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT SITE VICINITY MAP

PROJECT DESCRIPTION

The project evaluated in this study proposed mixed-use residential and commercial development at 4201 W. Pico Boulevard, located along the northern side of that roadway for the entire block between Crenshaw Boulevard and Victoria Avenue, within the Wilshire Community Plan area of Council District 10 of the City of Los Angeles. The project site consists of several contiguous lots, including Lot FR13 of Assessor's Parcel Number ("APN") 5082-024-001, Lot FR7 and Lot FR8 of APN 5082-024-016, Lot FR1-1 0f APN 5082-024-017, Lot FR2-1 and Lot FR3-1 located within APN 5082-024-018, and Lots FR1-2, FR2-2, and FR3-2 in APN 5082-024-019. As shown in Figure 2, the site is bounded by Pico Boulevard on the south, Crenshaw Boulevard on the east, Victoria Avenue on the west, and by existing residential developments and an alley on the north. The entire project site is currently zoned C4-1-O. Additionally, due to its proximity to a number of public transit (bus) lines, the project is also in a designated Transportation Priority Area ("TPA"), as described in detail later in this report. Further, note that, although each of the lots comprising the project site are currently developed with commercial buildings and/or supporting parking lots (with the exception of Lots FR2-2 and FR3-2, which are occupied by a single-family residence), all of the existing on-site uses are vacant, except for a small check cashing store located at the southeastern corner of the site (northwest corner of Pico Boulevard and Crenshaw Boulevard).

The proposed project will remove all of the existing development on the site in order to construct a new eight-story mixed-use building containing a total of about 222 residential units, including 187 "market-rate" and 35 "affordable" units (18 very low income and 17 moderate income units) along with a variety of on-site amenities for project residents (recreation rooms, laundry rooms, rooftop garden, etc.), plus a total of about 17,557 square feet of ground-floor commercial space consisting of an approximately 10,785 square foot supermarket and about 6,772 square feet of general retail floor area (divided into multiple tenant spaces). The new project will also include a multi-level parking garage (one subterranean, one at-grade, and one above-grade) containing a total of about 169 vehicle parking spaces, including 109 spaces for its residents and 60 spaces for its commercial components. Vehicular access for the garage will be via a two-way driveway located along Victoria Avenue near the site's northern boundary, while a separate driveway on Crenshaw Boulevard will access the project's on-site loading area. The project will also include about 166 bicycle parking spaces, including 148 "residential" and 18 "commercial" spaces, located in the garage and/or within the public right-of-way. The project's ground-floor layout is shown in Figure 3(a), with the "B1" and "L2" parking levels, and typical residential levels shown in Figures 3(b) and 3(c), respectively. The project is anticipated to be completed in 2028.

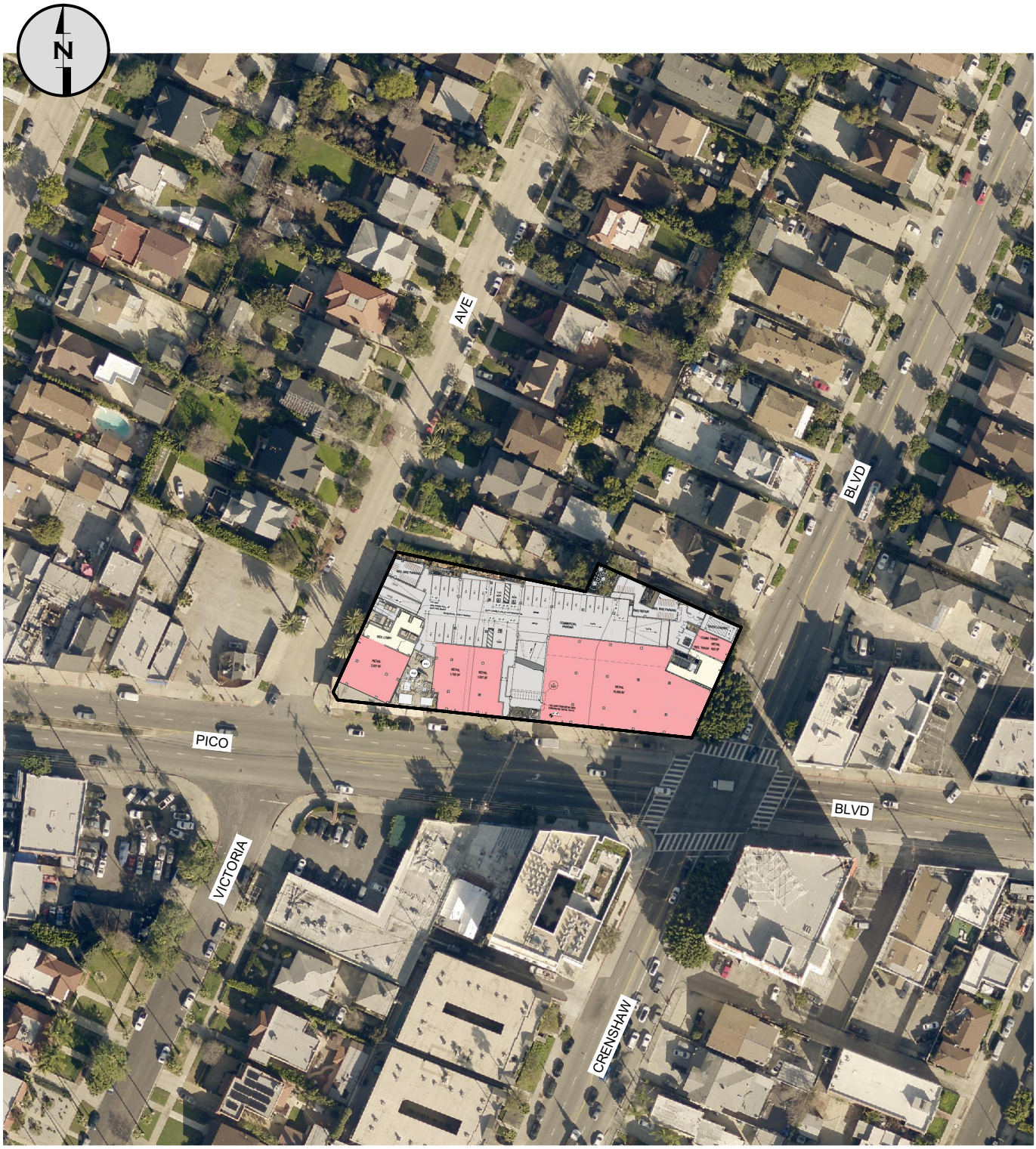


FIGURE 2

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
SITE LOCATION AND SURROUNDING VICINITY

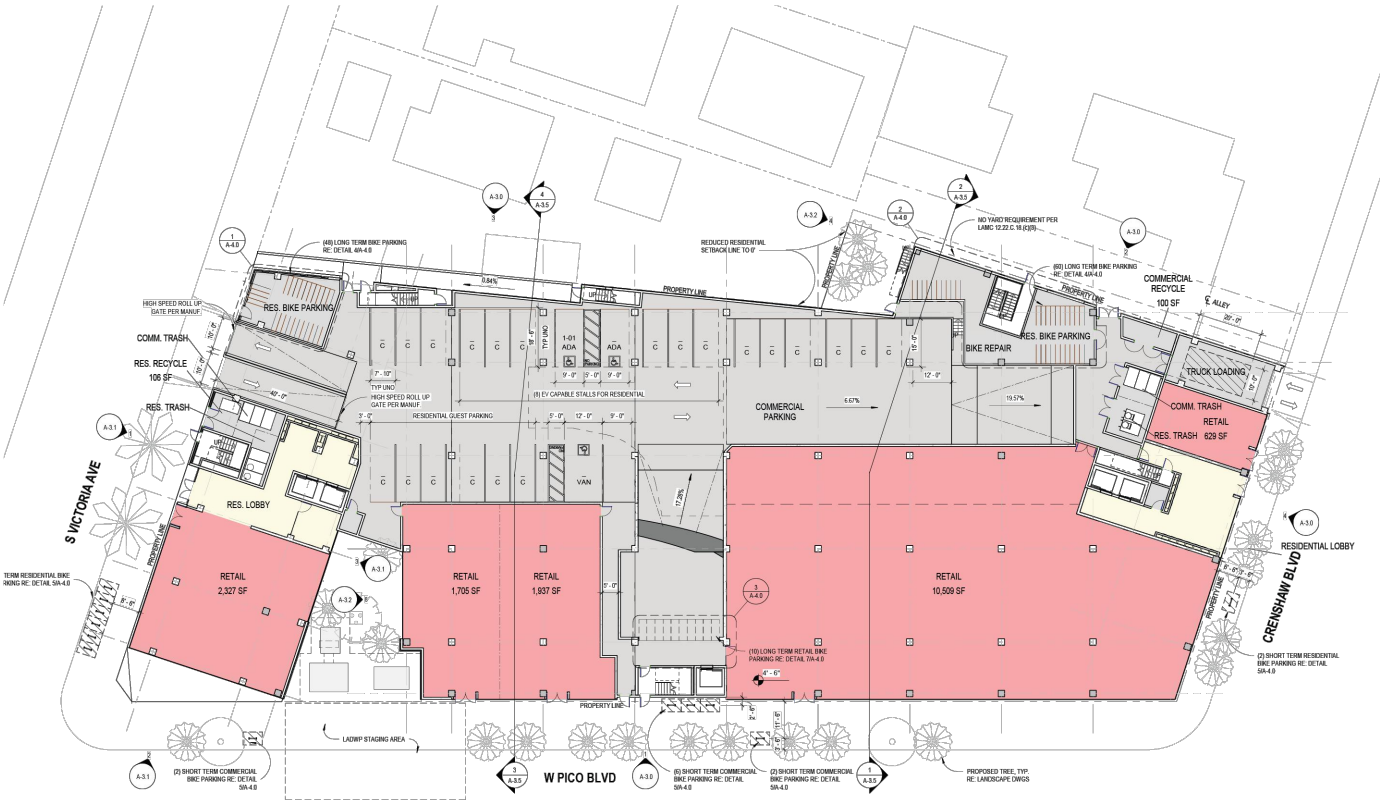
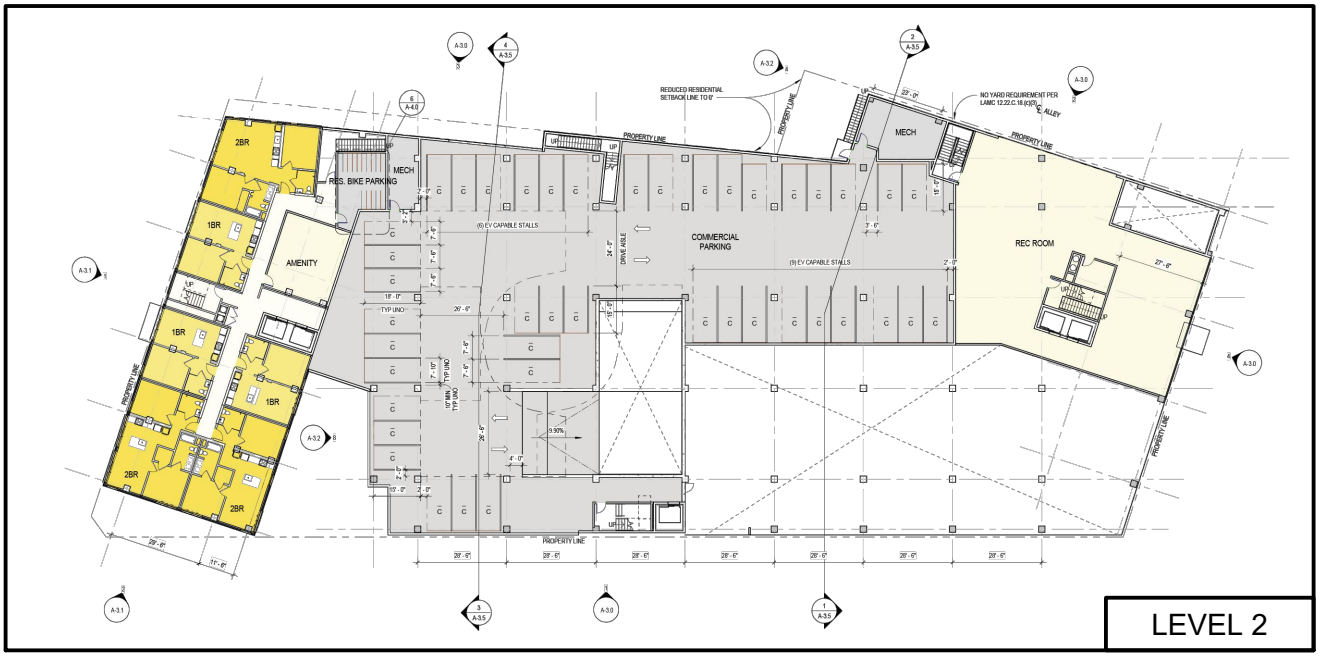


FIGURE 3(a)

IRSCH REEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
SITE LAYOUT - GROUND FLOOR



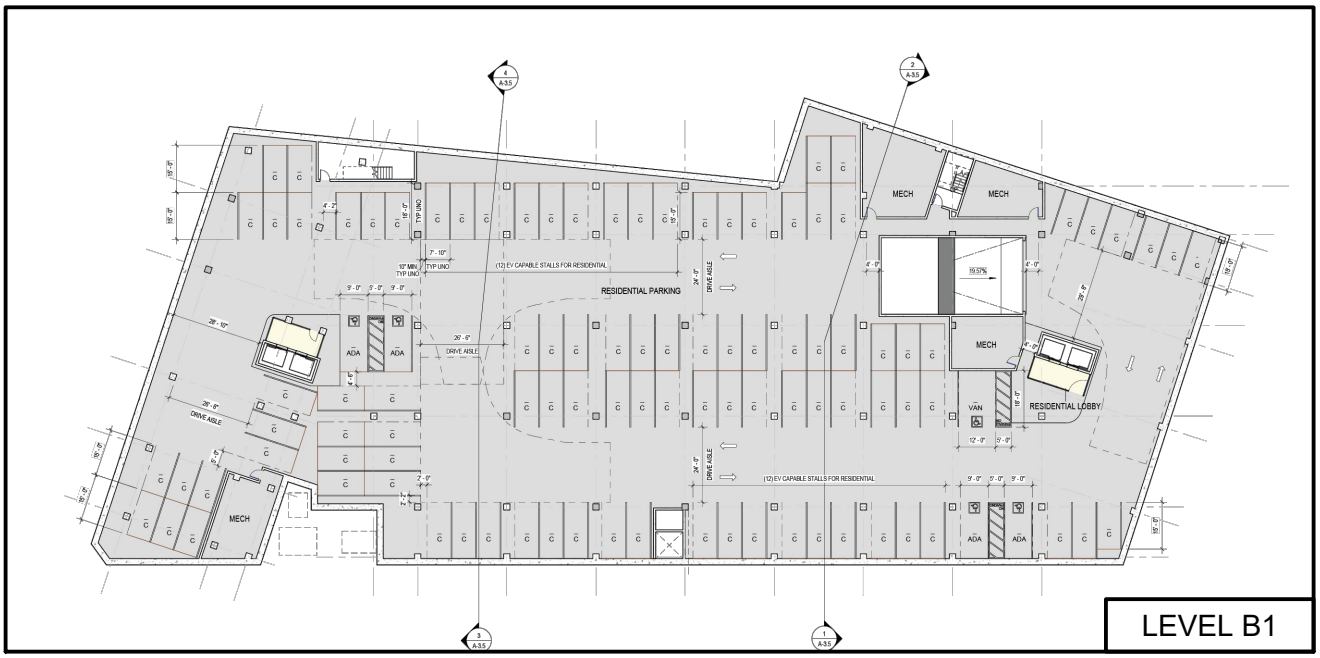
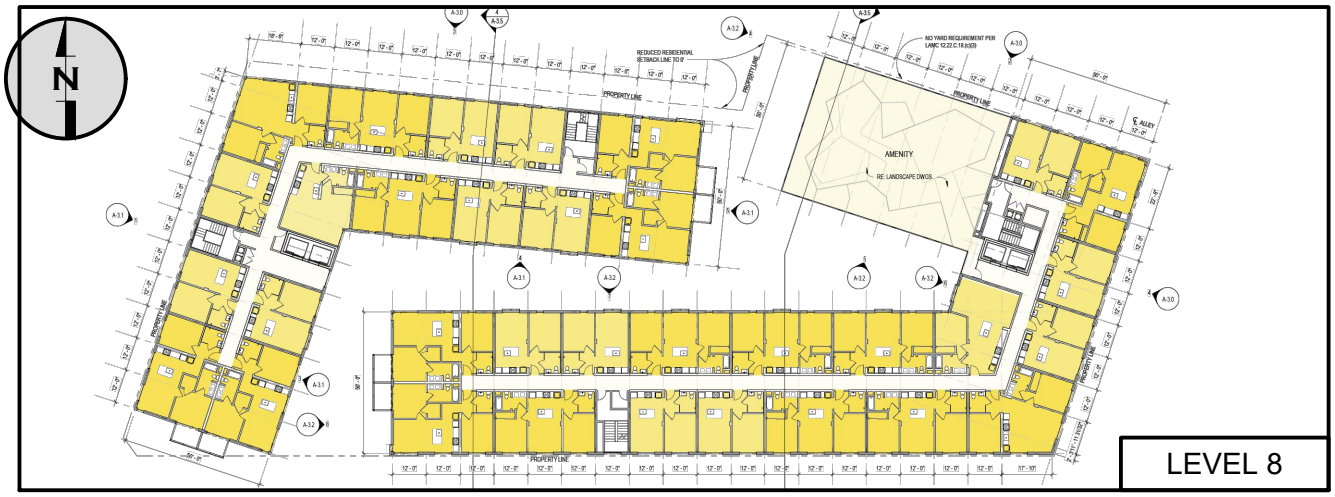
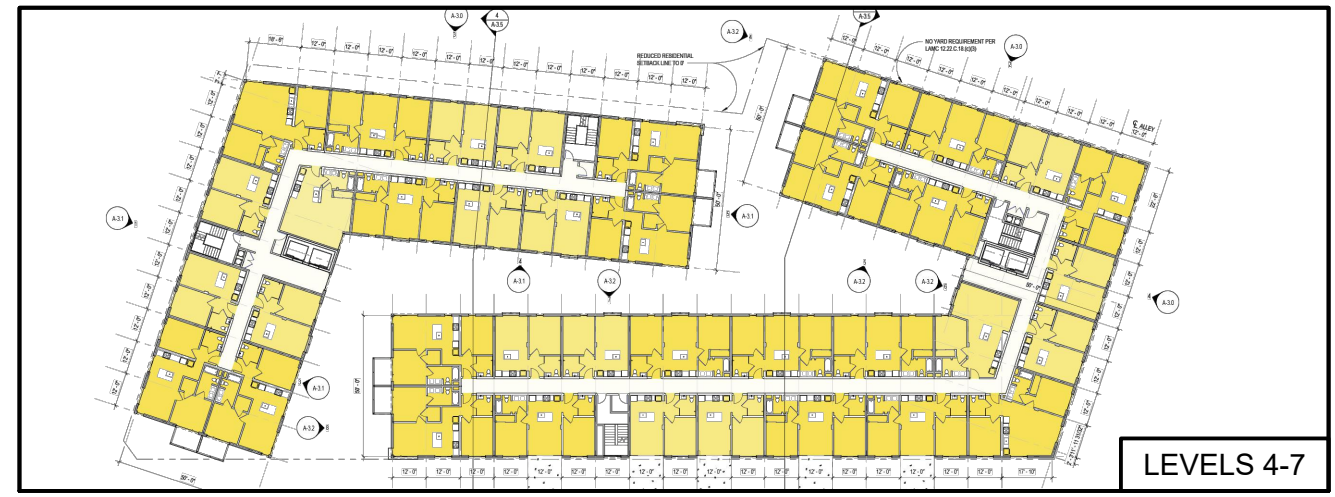


FIGURE 3(b)

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
SITE LAYOUT - PARKING LEVELS





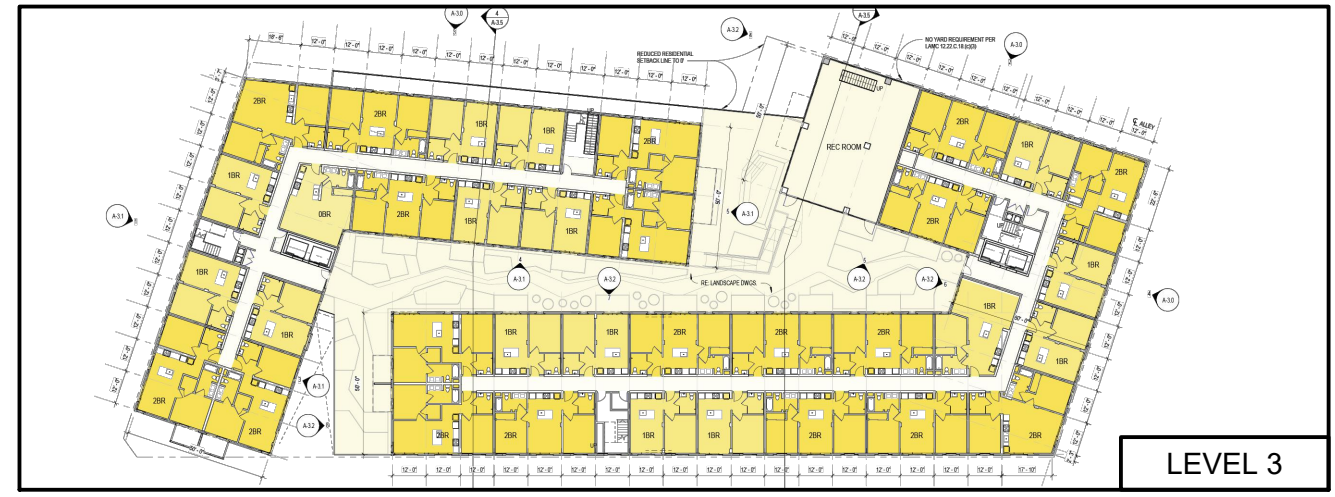


FIGURE 3(c)

IRSCH REEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
SITE LAYOUT - RESIDENTIAL LEVELS

Project Parking Requirements

The City of Los Angeles Zoning Code, a component of the City's Municipal Code ("LAMC"), identifies the general off-street (typically interpreted as "on-site") vehicular and bicycle-related parking requirements for a variety of common land uses, including residential (apartment) and commercial (retail) uses similar to those anticipated to be components of the proposed project. The current LAMC vehicular and bicycle parking requirements for the proposed project (for both its individual components, and for the project as a whole) are discussed in the following pages.

Project Vehicular Parking Requirements

Residential Component

The vehicular parking requirements for residential (apartment) developments are typically based on the parking ratios identified in Section 12.21.A4 of the LAMC, which varies depending on the number of "habitable rooms" contained within each unit. Specifically, the LAMC typically requires 1.0 parking space per unit for "studio" or "efficiency" apartments (one or two habitable rooms), 1.5 spaces per unit for one-bedroom apartments (three habitable rooms), and 2.0 spaces per unit for apartments with two or more bedrooms (more than three habitable rooms); unless otherwise identified, these parking requirements are applicable to both "market-rate" and "affordable" units. Note that the LAMC does not specifically require "guest parking" for residential apartment uses.

The proposed project's 222 residential units (including the 35 "affordable" units) are envisioned to be configured as 11 studio units, 88 1-bedroom units, and 123 2-bedroom units, and as such, the standard LAMC parking ratios noted earlier would result in a total residential component vehicular parking requirement of about 389 spaces, including 11 spaces for the 11 studio units, 132 spaces for the 88 1-bedroom units, and 246 spaces for the 123 2-bedroom units.

However, due to its affordable housing component, the proposed project is eligible for the City's Density Bonus Affordable Housing Incentives Program, as detailed in Section 12.22 A.25 of the LAMC (Ordinance No. 179681), and in Section 65915(p)(2) of the California Government Code. The Density Bonus program identifies a variety of incentives that are designed to encourage the development of new "affordable" housing units throughout the City, including reductions to the otherwise-required LAMC vehicular parking requirements, based on a subject project's proximity to public transit facilities and other eligibility requirements. Specifically, a project that is located within a designated Transit Priority Area ("TPA"), which is defined as a one-half mile radius around a "major transit stop", and includes a sufficient number of "affordable" housing units (typically, a

minimum of 10 percent “low” or “moderate” income units or five percent “very low income” units) may apply the Density Bonus parking reduction incentives. As it relates to the proposed project, a ”major transit stop” is defined as the intersection of two bus lines each exhibiting headways of 20 minutes or less in each direction of service during the morning and afternoon commute periods.

As modified in 2020 by California Assembly Bill 2345 (“AB 2345”), the Density Bonus program reduces the parking requirement for eligible projects to 1.0 parking space per unit for both “studio” and 1-bedroom units, and to 1.5 parking spaces per unit for both two- and three-bedroom units. As described earlier, the proposed project will provide a total of 35 “affordable” residential units, including 18 very low income units (16.2 percent of the project’s 111-unit base residential density) and 17 moderate income units (15.3 percent of the base density), and as a result, will meet the applicable Density Bonus requirements regarding the inclusion of affordable housing. Additionally, as described in more detail later in this report, the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard is currently served by several public transit (bus) lines that exhibit headways of 20 minutes or less during both the morning and afternoon commute periods, including Line 30 traveling along Pico Boulevard, and Line 210 running along Crenshaw Boulevard, both operated by the Los Angeles County Metropolitan Transportation Authority (“Metro”), and the Route 7 and Rapid 7 lines operated by Santa Monica Big Blue Bus (SM BBB”), with each of these bus lines providing stops in both directions of service at or within a few feet of the project site. Therefore, the proposed project will meet both the minimum “affordable” housing unit provision and the transit-related eligibility requirements of the Density Bonus program. As a result, the use of the residential parking reduction incentives described above is appropriate, and would result in a total residential vehicular parking requirement for the proposed project of about 284 spaces, or a reduction of about 105 spaces compared to the typical LAMC residential parking requirement.

Commercial Components

The LAMC vehicular parking requirements for commercial developments vary depending on the type of land use, with general retail uses (and supermarkets) similar to those proposed for the subject project required to provide 4.0 parking spaces per 1,000 square feet of gross floor area. Note that, unless otherwise indicated, the LAMC’s commercial use parking requirement ratios intrinsically include and are intended to accommodate the total parking demands associated with each of the various commercial uses, including parking for both customers and employees. As briefly discussed earlier, the proposed project will provide a total of about 17,557 square feet of ground floor retail and supermarket floor space, and therefore, would be required to provide a total of about 70 on-site vehicular parking spaces for its retail and supermarket components.

It is of note that Section 12.21.A of the LAMC also includes provisions that allow for reductions to the standard commercial vehicular parking requirements described in the preceding paragraph, based on the amount of bicycle parking provided, with one vehicular parking space removed for every four bicycle parking spaces provided, up to a maximum reduction equal to 30 percent of the project's total commercial vehicular parking requirement. While this provision would allow for the replacement of up to 21 of the project's 70 required commercial vehicular parking spaces (with a total of 84 bicycle spaces), as detailed in the following pages, the proposed project will require a total of only 18 bicycle parking spaces for its commercial component, thereby permitting a reduction of up to five (5) spaces from the "baseline" commercial vehicular parking requirement, and resulting in a total commercial component parking requirement for the project of 65 spaces.

Therefore, as detailed in the preceding pages, using the standard LAMC vehicular parking ratios, the proposed project would typically be required to provide a total of about 459 parking spaces, including 389 "residential" spaces and 70 "commercial" spaces, although the application of both the Density Bonus residential parking reductions and the LAMC Section 12.21.A provisions for bicycle-related reductions to the commercial component parking would reduce that requirement to about 349 vehicular parking spaces, including 284 "residential" and 65 "commercial" spaces.

However, as described earlier in this report, the proposed project is within a TPA, and further, due to its location on currently occupied parcels, the site is designated as an "infill" development, and therefore, the provisions of California Assembly Bill 2097 ("AB 2097") apply. Specifically, AB 2097 restricts a jurisdiction's ability to impose any minimum vehicle parking requirements on "infill" projects that are located within a TPA and meet other applicable requirements, including the provision of affordable housing units. Since the proposed project meets these requirements, no on-site vehicular parking is required for either its residential or commercial components.

Project Bicycle Parking Requirements

The LAMC also includes requirements for both long-term and short-term on-site bicycle parking for various land uses, including residential and commercial uses like those in the proposed project.

As detailed in the LAMC, long-term bicycle parking spaces are intended for use by a project's residents and/or employees, while short-term bicycle parking spaces are provided for use by the general public and/or project guests or patrons. Table 12.21 A.16(a)(1)(i) of the LAMC identifies a tiered bicycle parking requirement for residential developments, with the first 25 residential units (including any "affordable" units) requiring 1.0 space per unit for long-term bicycle parking and

1.0 space for every 10 units for short-term bicycle parking. The next 75 units (units 26 to 100) require bicycle parking to be provided at a ratio of 1.0 long-term space for every 1.5 units and 1.0 short-term space for every 15 units, while the next 100 residential units (units 101 to 200) require 1.0 long-term bicycle space for every two (2) units and 1.0 short-term bicycle space for every 20 units. Finally, all residential units in excess of 200 units require that bicycle parking be provided at ratios of 1.0 long-term space for every four (4) units, and 1.0 short-term space for every 40 units. As such, the proposed project's 222 residential units would be required to provide a total of about 145 bicycle parking spaces, including 131 long-term and 14 short-term spaces.

Similarly, LAMC Table 12.21 A.16(a)(2) identifies a bicycle parking requirement for retail and supermarket uses of 1.0 space for each 2,000 square feet of floor area for both long-term and short-term parking, with a minimum requirement of two long-term and two short-term spaces. Therefore, the proposed project's approximately 17,557 total square foot commercial component would require 18 bicycle parking spaces, including nine long-term and nine short-term spaces. As such, based on the LAMC bicycle parking ratios, the proposed project would be required to provide a total of approximately 161 on-site bicycle parking spaces (139 long-term, 22 short-term). Note that none of the legislative actions related to the vehicular parking requirement reductions described earlier allow for adjustments to the number of bicycle spaces required by the LAMC.

Proposed Project Parking Supply

Vehicular parking for the proposed project will be provided in a multi-level on-site parking garage housing a total of approximately 169 parking spaces, comprised of about 109 "residential" spaces (including six guest spaces) and about 60 "commercial" spaces. The project's commercial parking will be located on both the ground floor and first above-grade (2nd floor) parking levels, while the residential parking spaces will be provided primarily in the basement (B1) parking level, although the residential guest parking will share the garage's ground floor with the commercial spaces. As noted earlier, because the project is eligible for AB 2097, no vehicular parking is required, and the reduced amount of parking provided is consistent with recent State and local directives.

Additionally, the proposed project will provide a total of approximately 166 bicycle parking spaces, or five more than are required, including 142 long-term spaces (133 residential, nine commercial) and 24 short-term spaces (15 residential, nine commercial), and therefore, will exhibit sufficient bicycle parking to meet its applicable requirements. The long-term bicycle parking will be located within the garage itself, on the ground floor and 2nd levels, while the short-term bicycle spaces will be provided within the public right-of-way along each of the project's three street frontages.

Project Vehicular Driveway Design and Operations

Vehicular access for the project's parking garage will be provided via a new two-way driveway (allowing left- and right-turn entry and exit moves) located near the site's northern boundary along Victoria Avenue, approximately 120 feet north of Pico Boulevard, although a separate driveway accessing the project's on-site loading area will be located near the northern project boundary along Crenshaw Boulevard. As shown earlier on the project's ground floor plan in Figure 3(a), the project's primary garage driveway will exhibit a total width of approximately 20 feet, which is consistent with LADOT's recommendations for two-way vehicular driveways serving commercial and multi-family residential developments, and provide one entry and one exit lane for use by its residents and guests, as well as its commercial component employees and customers. As also identified in Figure 3(a), this driveway will be equipped with overhead "roll up" gates in order to provide night-time site access management and security, although these gates will remain open throughout the operating hours of the project's commercial components. Access control gates or other such mechanisms, and operated by a project's resident's key card or vehicle transponder, will also be provided interior to the garage to physically separate the residential parking spaces on the B1 parking level from the project's commercial and residential guest parking spaces.

Conversely, the project's on-site loading area, located on Crenshaw Boulevard, will provide only one access lane (for one on-site loading space), and will require vehicles using the loading area to either back into the driveway from Crenshaw Boulevard, or enter the loading area "head first" and then back out of its driveway onto Crenshaw Boulevard. Either of these access moves will require the assistance of project personnel in order to safely enter and exit the subject driveway, as well as to minimize disruptions to traffic flows on southbound Crenshaw Boulevard. Note that, as discussed later in this report, Crenshaw Boulevard throughout the project vicinity is included as a part of the City's "High Injury Network", and pursuant to the City's "Vision Zero" program, the provision of new driveways along such roadways is generally prohibited in order to provide increased safety for bicyclists and pedestrians. However, the segment of Crenshaw Boulevard from Olympic Boulevard to Pico Boulevard, including adjacent to the project site, is not designated as a HIN facility, and as a result, the "Vision Zero" driveway location requirements do not apply.

Project Transportation Demand Management ("TDM") Measures

The project will include several of the transportation demand management ("TDM") measures identified in the current TAG in order to reduce the number of vehicle trips generated, including but not limited to reduced vehicular parking (versus typical LAMC requirements, pursuant to the

laws and ordinances discussed earlier), and provision of LAMC required on-site bicycle parking. Since these TDM measures are identified by LADOT as “project features”, in that they can be incorporated directly into the project’s design to reduce both its vehicular traffic and VMT levels, and therefore, are not considered to be “mitigation measures” for CEQA evaluation purposes. Each of these VMT-related “TDM Strategies” is described in more detail later in this document.

While no other specific TDM measures are assumed for the purposes of either the project’s VMT or site access/local circulation analyses (detailed later in this report), the project will comply with all applicable requirements of the City’s TDM Ordinance (in effect at the time of project approval, or as otherwise appropriate), which may include additional measures such as on-site assistance to project residents and employees in identifying convenient public transit travel options and/or the formation of carpools or other ride-share programs, unbundling of parking for project residents, participation in on-site public transit education programs for project residents, employees, and customers/visitors via “passive” marketing and promotional tools such as information kiosks, posters, website, and/or other displays containing route maps, schedules, and contact information for each of the transportation alternatives serving the project site itself and/or general vicinity, parking cash-out for site employees, and/or transit pass subsidies for residents and employees.

Required Project Roadway Improvements

The LAMC requires that all development projects located within the City improve the roadways and other transportation facilities along their site frontages to the rights-of-way and street widths appropriate to each street’s classification and design specifications, as are identified in the City’s “Mobility Plan 2035”. As noted earlier in this report, the project site is located on the north side of Pico Boulevard between Crenshaw Boulevard and Victoria Avenue, and includes frontages along each of these facilities, as well as along a short access alley running along the eastern half of the project site’s northern border, and therefore, the proposed project will be responsible for improving its frontages of each of these roadways to the currently applicable requirements.

The “Mobility Plan 2035” designates Pico Boulevard to the west of Crenshaw Boulevard, including adjacent to the project site, as an “Avenue I (Secondary Highway)” facility, although it is classified as a “Modified Avenue II (Secondary Highway)” east of the project from Crenshaw Boulevard to Arlington Avenue, and as an “Avenue II (Secondary Highway)” to the east of Arlington Avenue. The typical design standard for an “Avenue I” designation calls for a total right-of-way dedication of 100 feet with a total (curb-to-curb) roadway width of 70 feet and total parkway width of 30 feet, or a half right-of-way dedication of 50 feet, including a 35-foot half roadway and 15-foot parkway.

Adjacent to the project site, Pico Boulevard currently exhibits the required design standards of a 50-foot half right-of-way dedication improved with a 35-foot roadway width and 15-foot parkway. Therefore, Pico Boulevard adjacent to the project site meets the City's current design standards, and no right-of-way dedications or roadway widenings along the project's frontage are required.

Crenshaw Boulevard, which provides the eastern boundary of the project site, is designated in the "Mobility Plan 2035" as an "Avenue II (Secondary Highway)" facility, although it is classified as a "Modified Avenue I (Secondary Highway)" beginning immediately south of Pico Boulevard. Per the "Mobility Plan 2035", the typical design standard for an "Avenue I" roadway requires a total right-of-way dedication of 86 feet along with a total roadway improvement of 56 feet plus a total parkway width of 30 feet, or a half-roadway width of 28 feet along with a 15-foot parkway within a 43-foot half right-of-way dedication. Adjacent to the project site, Crenshaw Boulevard is currently both "over-dedicated" and "over-improved", with a 45-foot half right-of-way dedication and 35-foot wide half roadway width, although it provides only a 10-foot-wide sidewalk/parkway. As such, Crenshaw Boulevard exceeds the required half right-of-way and half-roadway widths by two (2) feet, while the parkway width is deficient of the design standard width by five (5) feet. However, as identified in LAMC Section 12.37 (Subsection A.5), "*no dedication shall be required where the existing right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimensions*". As a result, because both the existing half right-of-way dedication and half-roadway width on Crenshaw Boulevard adjacent to the project site exceed the applicable design standards, no dedications or widenings are required.

Victoria Avenue. which serves as the proposed project's western boundary, is designated in the "Mobility Plan 2035" as a standard "Local" street, requiring a typical total right-of-way dedication of 60 feet, with a total roadway improvement of 36 feet and total parkway width of 24 feet, or a half-roadway width of 18 feet plus a 12-foot parkway within a 30-foot half right-of-way dedication. However, similar to Crenshaw Boulevard, Victoria Avenue is currently both "over-dedicated" and "over-improved", with a half right-of-way dedication of 35 feet (five feet wider than is required), 20-foot roadway (two feet more than required), and 15-foot parkway (three feet over standard). Therefore, no right-of-way dedications or roadway widenings to Victoria Avenue are necessary.

Finally, alleys similar to the one bordering the northeastern part of the project site are required by the "Mobility Plan 2035" to provide a total width of 20 feet, symmetrical along its centerline. The alley is currently dedicated and improved to a total width of 12 feet, and as such, the project will be required to provide a four-foot right-of-way dedication and widening along this frontage.

PROJECT CONTEXT (STUDY AREA)

Environmental Setting

The project site is located on the north side of Pico Boulevard between Crenshaw Boulevard and Victoria Avenue in the Wilshire Community Plan area of the City of Los Angeles, and is bounded by these three streets on the south, east, and west, respectively, and by residential neighborhoods to the north. The "study area" evaluated for most development projects in the City of Los Angeles is defined in the TAG as the area encompassed by an approximately one-quarter mile radius from the project site, although as discussed in a later section of this report, for the purposes of these evaluations, the study area was expanded to an approximately one-half mile radius. As shown in Figure 4, the "expanded" study area is generally bounded by Olympic Boulevard on the north, Washington Boulevard on the south, San Vicente Boulevard on the west, and Arlington Avenue on the east. The study area is developed primarily with single and multi-family residential uses, although the frontages of many of the arterial roadways serving the immediate project vicinity, including Pico Boulevard, exhibit a variety of low to medium-density retail and commercial uses.

Area Transportation Facilities

The project is served by both regional (commuter) and local-circulation transportation facilities. Regional access for the project vicinity is provided primarily by the Santa Monica (I-10) Freeway, located just under one mile south of the proposed project. This east-west oriented facility exhibits the most direct regional access to the surface street network serving the immediate study area, including full ramp sets (on- and off-ramps provided for both directions of travel on the freeway) at both Crenshaw Boulevard and Arlington Avenue. Additionally, three other freeways surround the study area, although they are substantially farther away from the proposed project, including the north-south oriented Harbor (I-110/SR-110) Freeway, a little more than three miles to the east, the northwest-to-southeast oriented Hollywood (US-101) Freeway, about three and one-half miles to the northeast, and the north-south oriented San Diego (I-405) Freeway, about six miles west of the project site. However, none of these freeways provide direct access to the arterial roadways serving the study area, with the exception of the San Diego Freeway, which exhibits partial access (southbound off-ramp, northbound on-ramp) to both Olympic Boulevard and Pico Boulevard.

In addition to these regional transportation facilities, the immediate project vicinity is served by a well-developed surface street network, including arterials, collector roadways, and local streets that serve as important connections to and through the study area, and provide local access for

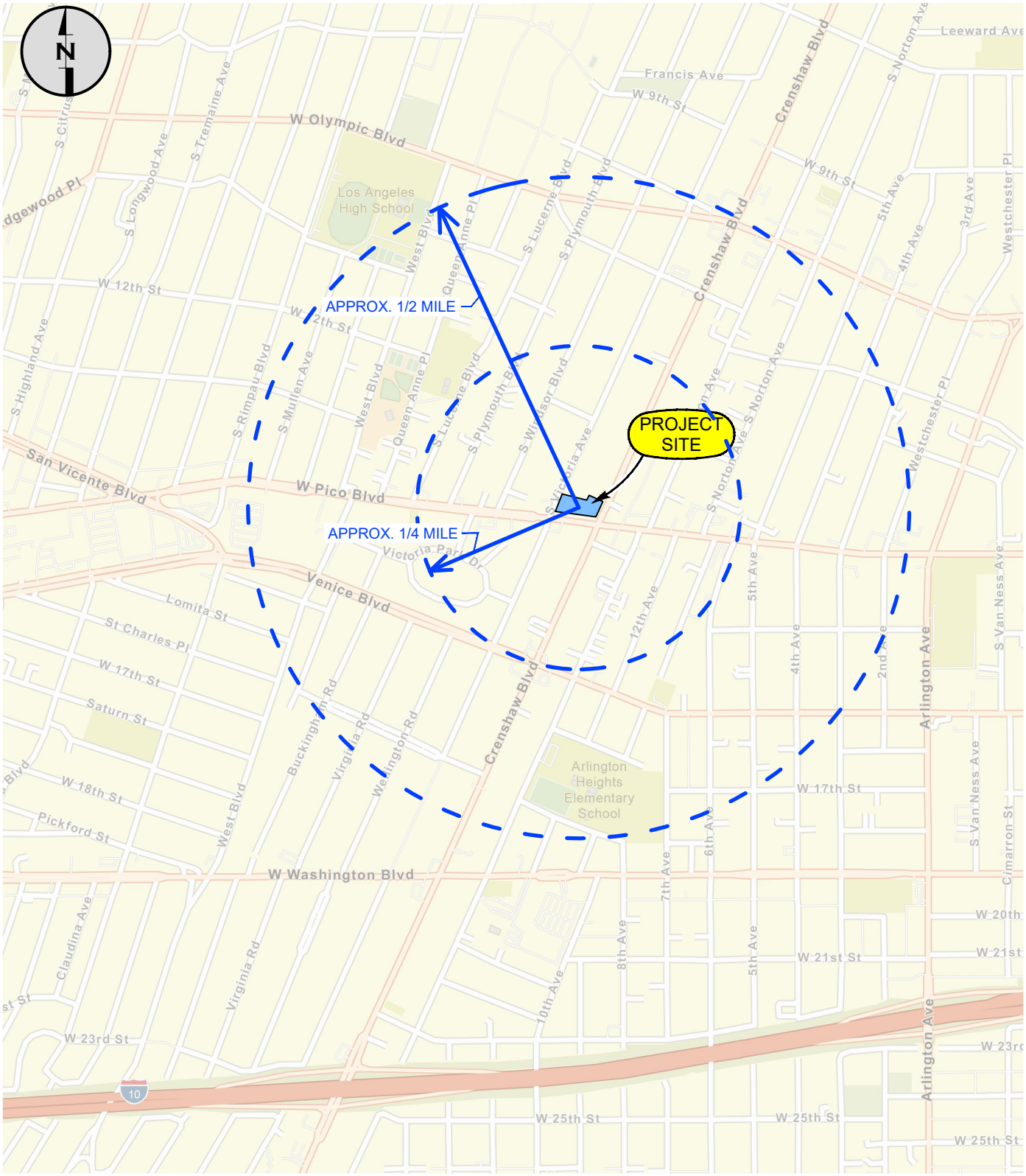


FIGURE 4

3/27/2025

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4201 PICO BOULEVARD MIXED-USE PROJECT
STUDY AREA

area residents and businesses. Several public transportation options (primarily, bus lines) also provide service to the project site and/or the general vicinity. The key transportation facilities in the immediate study area, including freeways, arterial roadways and local-access surface streets, and existing bicycle facilities and public transit services, are described in the following pages.

Freeways

Santa Monica (I-10) Freeway – The primary east-west transportation facility within the study area, the Santa Monica (I-10) Freeway is located about nine-tenths of a mile south of the project site. This regional freeway connects to the Pacific Coast Highway (SR-1) at the western edge of the City of Santa Monica, and continues eastward to provide uninterrupted service through the City of Los Angeles and other Los Angeles County municipalities and into San Bernardino County and beyond. In the project vicinity, the Santa Monica Freeway is generally an eight-lane facility, providing four mainline travel lanes in each direction, plus additional auxiliary lanes near ramp or interchange locations. The closest surface street ramp connections within the project vicinity are located at Crenshaw Boulevard, which itself provides direct access between the freeway and the project site, and at Arlington Avenue, about one-half mile to the east of the project, although additional ramps are provided at La Brea Avenue, about one mile west of Crenshaw Boulevard but outside the immediate study area. The Santa Monica Freeway also exhibits full interchanges with the San Diego (I-405) Freeway to the west and Harbor (I-110/SR-110) Freeway to the east.

Streets and Highways

Boulevards and Avenues (Major and Secondary Highways)

Pico Boulevard – This roughly east-west oriented roadway serves as the southern boundary of the project site, and is designated as an “Avenue I (Secondary Highway)” facility to the west of Crenshaw Boulevard, including adjacent to the project, but changes classifications to become a “Modified Avenue II (Secondary Highway)” between Crenshaw Boulevard and Arlington Avenue, and then again to a typical “Avenue II (Secondary Highway)” facility east of Arlington Avenue. Pico Boulevard provides an uninterrupted connection between Ocean Avenue/Neilson Way on the western edge of the City of Santa Monica and Central Avenue in the southeastern portion of downtown Los Angeles, running roughly parallel to the Santa Monica (I-10) Freeway throughout its length as it passes through the City of Santa Monica, and the West Los Angeles, Mid-City, and Koreatown/Harvard Heights communities of the City of Los Angeles along its route. Within the immediate study area, including adjacent to the project site, Pico Boulevard is typically configured

with two travel lanes in each direction, and on-street metered parking is generally allowed along both sides of the roadway. Left-turn channelization is not provided on Pico Boulevard east of Crenshaw Boulevard, although a median two-way left-turn lane and/or dedicated left-turn lanes are present at most intersections (including Victoria Avenue) to the west of Crenshaw Boulevard. Additionally, Pico Boulevard throughout the study area is included in the City of Los Angeles' Vision Zero program High Injury Network ("HIN"), which is designed to improve pedestrian and bicyclist safety by identifying and implementing roadway design and/or operational strategies to reduce conflicts with other vehicles, pedestrians, and bicyclists, including limiting or prohibiting new driveways along "HIN" facilities, providing new or enhanced bicycle lanes and/or signage, and reducing speed limits. As discussed previously, the project does not include any driveways on Pico Boulevard, and therefore, is consistent with the Vision Zero "HIN" directives. Further, pursuant to the City's "Mobility Plan 2035", Pico Boulevard throughout the study area is located within a Pedestrian Enhanced District ("PED"), which prioritizes pedestrian safety improvements within areas that exhibit high pedestrian activity levels, such as schools or transit stops/stations.

Crenshaw Boulevard – This generally north-south oriented roadway provides the eastern border of the project site, and is a key travel route through the study area from its northern terminus at Wilshire Boulevard, about one mile north of the proposed project, to just south of Crest Road in the City of Rancho Palos Verdes on the south. Within the study area, Crenshaw Boulevard is classified as a "Avenue II (Secondary Highway)" facility to the north of Pico Boulevard, including adjacent to the project site, but exhibits a "Modified Avenue I (Secondary Highway)" designation south of Pico Boulevard, and typically provides two travel lanes (with no left-turn channelization) in each direction, with unmetered on-street parking generally allowed on both sides of the street. Crenshaw Boulevard is also generally identified as a "HIN" facility throughout the project vicinity, although the segment between Olympic Boulevard and Pico Boulevard, including its frontage of the project site, is not part of the "HIN", and as such, the project's proposed loading area driveway along this street does not conflict with the "HIN" driveway restrictions. Additionally, this roadway and is also part of the Mobility Plan 2035's "PED" network, Transit Enhanced Network ("TEN"), where it is designated for "comprehensive" enhancements, and Bicycle Lane Network ("BLN"), under which it is programmed for the future installation of a "Tier 2" striped on-street bicycle lane.

Olympic Boulevard – This east-west oriented roadway is located approximately one-half mile to the north of the proposed project, and provides an uninterrupted connection between 5th Street in the western portion of the City of Santa Monica and San Julian Street on the eastern side of downtown Los Angeles, where it jogs one block north to "replace" 9th Street and then continues

eastward to its ultimate terminus at 4th Street (about four blocks east of Montebello Boulevard) in the City of Montebello. Olympic Boulevard is designated as a "Boulevard II (Major Highway)" throughout the study area, and is typically configured with two travel lanes in each direction, plus a median two-way left-turn lane that converts to dedicated left-turn lanes at key intersections. On-street unmetered parking is generally allowed on both sides of Olympic Boulevard during the "off peak" periods of the day, but is prohibited during the peak weekday commute traffic periods (7:00 to 9:00 or 10:00 AM, 3:00 or 4:00 to 7:00 PM) in order to provide an additional travel lane in each direction. Additionally, throughout the study area, Olympic Boulevard is identified as a "HIN" facility, and is also included in the Mobility Plan 2035's Vehicle Enhanced Network ("VEN)", which identifies and prioritizes roadways for the installation of various measures designed to enhance local and regional vehicular circulation, while the portions of this roadway to the east of Plymouth Boulevard (three blocks west of Crenshaw Boulevard) are part of the "PED" network.

San Vicente Boulevard – This roadway, located about two-thirds of a mile east of the project site, exhibits a roughly northwest-southeast alignment from its northern terminus at Sunset Boulevard opposite Clark Street in the City of West Hollywood to Venice Boulevard in the Mid-City area of the City of Los Angeles on the south (note that a second portion of San Vicente Boulevard exists between Ocean Avenue in the City of Santa Monica and Federal Avenue in West Los Angeles, although these two roadway segments are not connected). San Vicente Boulevard is classified as a "Boulevard II (Major Highway)" to the northwest of its intersection with Pico Boulevard, but is downgraded to an "Avenue I (Secondary Highway)" designation for the short segment between Pico Boulevard and Venice Boulevard. Within the general project vicinity, San Vicente Boulevard generally provides three travel lanes plus a bicycle lane and on-street parking in both directions, with the northbound and southbound lanes typically separated by a landscaped median island, with dedicated left-turn and/or right-turn lanes at most intersections. Additionally, the portions of San Vicente Boulevard between Highland Avenue (about four blocks north of Pico Boulevard) and Venice Boulevard are in a designated Mobility Plan 2035 "PED", while all segments north of Venice Boulevard are also part of the Mobility Plan 2035's Bicycle Enhanced Network ("BEN"), which calls for a "Tier 1" (protected) bicycle lane in both directions of San Vicente Boulevard for all segments of the roadway south of Burton Way, and which as noted above, currently exists.

Venice Boulevard – This roughly east-west oriented roadway, located about one-quarter of a mile south of the project site, is an important transportation thoroughfare throughout the study area, providing an uninterrupted connection between Pacific Avenue in the Venice community of the City of Los Angeles on the west and Main Street in the southern part of downtown Los Angeles

on the east, where it is renamed as 16th Street before ultimately terminating at Hooper Avenue, running generally parallel to the nearby Santa Monica (I-10) Freeway throughout its length and serving as a key alternative travel route to that facility. Within the study area, Venice Boulevard is designated as a "Modified Boulevard II (Major Highway)" facility to the west of Arlington Avenue, West of Crenshaw Boulevard, Venice Boulevard is typically striped for two to three westbound and three eastbound travel lanes along with a designated "Tier 1" bicycle lane in each direction, with no left-turn channelization or on-street parking generally provided throughout this segment, while to the east, from Crenshaw Boulevard to Arlington Avenue, the roadway is configured with two travel lanes and a dedicated bicycle lane per direction, plus a median two-way left-turn lane that converts to exclusive left-turn channelization at most intersections, and with on-street parking prohibited on both sides of the street between Crenshaw Boulevard and 7th Avenue, although it is allowed along both sides of the street farther to the east (from 7th Avenue to Arlington Avenue). East of Arlington Avenue, Venice Boulevard typically exhibits two travel lanes in each direction plus on-street parking on both sides of the street, although no left-turn channelization is provided. Additionally, Venice Boulevard is included in the "HIN" west of 12th Avenue (about two blocks east of Crenshaw Boulevard), as well as the "BEN", which itself calls for a "Tier 1" bicycle lane in both directions to the west of 4th Avenue (which already exists west of Arlington Avenue), and is part of the "TEN" (programmed for "comprehensive" enhancements) throughout the study area.

Arlington Avenue – This north-south oriented roadway is located about two-thirds of a mile to the east of the project site, and provides a connection from its northern terminus at Olympic Boulevard opposite Wilton Place (although "through" traffic traveling in both directions of Arlington Avenue can continue northward along Wilton Place to that roadway's ultimate terminus at Foothill Drive just to the north of Franklin Avenue in the Hollywood community of the City of Los Angeles), and 54th Street (about two blocks north of Slauson Avenue) opposite Van Ness Avenue, which itself continues southward to Torrance Boulevard in the City of Torrance, where it changes names to Cabrillo Avenue and then again to Eshelman Avenue before ending just south of 263rd Street in the City of Lomita. Arlington Avenue is designated as an "Avenue III (Secondary Highway)" throughout the study area, and typically provides one travel lane plus unmetered on-street parking in both directions, although parking restrictions are in place during the peak commute periods (7:00 – 9:00 AM, 4:00 – 7:00 PM) to provide a second lane in each direction during those times. Additionally, this facility is part of the "HIN" between Pico Boulevard and Washington Boulevard, is within a designated "PED" from 12th Street (one block north of Pico Boulevard) to just south of Pico Boulevard, and is also included in the City's "BLN" ("Tier 2" bicycle lane) throughout the area.

Collector and Local Streets

Victoria Avenue – This generally north-south oriented roadway provides the western boundary of the project site, and is classified as a "Local Street - Standard" facility throughout its length from its northern terminus at Francis Avenue (about three blocks north of Olympic Boulevard) to Martin Luther King, Jr. Boulevard on the south, although it is discontinuous at several locations to the south of the project, including between Pico Boulevard and Venice Boulevard (through the gated "Victoria Park" residential community), across the Santa Monica (I-10) Freeway corridor, at Adams Boulevard, and across the Exposition Boulevard/Metro "E" Line corridor. As a result, Victoria Avenue within the immediate study area (north of Pico Boulevard) serves primarily as a local access facility for the residential neighborhoods to the north of the project site, where it is typically unstriped, but provides one travel lane with unmetered on-street parking in each direction.

Country Club Drive – Located approximately four-tenths of a mile to the north of the project site, this roughly east-west oriented roadway is designated as a "Collector" facility throughout its length between its intersection with Olympic Boulevard and Lucerne Boulevard (about four blocks west of Crenshaw Boulevard) on the west and its eastern terminus at Western Avenue, although it is somewhat discontinuous at Bronson Avenue, where it exhibits an approximately 350 foot offset between its western and eastern approaches. Country Club Drive is typically striped to provide one travel lane and unmetered on-street parking in each direction throughout its length.

In addition to these key roadways, each of which are expected to serve as typical travel routes to and from the project site, and therefore, are likely to exhibit some level of project-related traffic, as shown earlier in Figure 4, the study area also includes several other local-serving roadways, including the north-south oriented "Local Streets" of Windsor Boulevard, Plymouth Boulevard, Queen Anne Place, Muirfield Road, and Mullen Avenue, along with the "Collector" facilities of Lucerne Boulevard and West Boulevard, all of which are located to the west of Victoria Avenue. Several other local-access roadways serve the study area east of Crenshaw Boulevard, including the north-south facilities of Bronson Avenue, 12th Avenue, 5th Avenue, 4th Avenue, 3rd Avenue, and 2nd Avenue/Westchester Place, as well as east-west oriented 12th Street, each of which is classified as a "Local Street", along with north-south oriented Norton Avenue and 6th Avenue, both of which are designated at "Collector" roadways (note that Norton Avenue is classified as a "Local Street" south of Pico Boulevard, and 6th Avenue only exists to the south of Pico Boulevard). However, due to their locations relative to the proposed project, none of these roadways are expected to be a typical project access route, or experience any substantial project-related traffic.

Bicycle Facilities

As described in the preceding discussions, several of the roadways within the project vicinity are included as part of the City of Los Angeles' Mobility Plan 2035 Bicycle Enhanced Network ("BEN"), Bicycle Lane Network ("BLN"), and/or Neighborhood Enhanced Network ("NEN"), which advocate for various improvements to those facilities, including the installation of dedicated bicycle lanes and other bicycle-related safety features. However, a review of the various roadways serving the project vicinity indicates that, while both Crenshaw Boulevard and Arlington Avenue are included in the "BLN" (with each programmed for future "Tier 2" bicycle lanes), neither currently provides any dedicated bicycle facilities. As described earlier in this report, only San Vicente Boulevard and Venice Boulevard, both of which are part of the "BEN", exhibit any bicycle infrastructure, with "Tier 1" bicycle lanes provided in both directions of each of these roadways within the study area.

Public Transportation

The existing public transportation service within the general project vicinity consists primarily of multiple-stop, local-serving bus lines that provide convenient access to many nearby shopping, business, and recreation/entertainment destinations, although some limited-stop express and/or regional commuter bus services, as well as a light rail public transit line, are also available within walking distance (about one-quarter mile) of the project site. The bus service in the study area is operated primarily by the Los Angeles County Metropolitan Transportation Authority ("Metro") and Santa Monica Big Blue Bus, although other providers also operate within the project vicinity slightly farther from the project site. A map of the overall public transportation facilities serving the general project vicinity is shown in Figure 5, while each of the individual transit (bus) lines operating within the study area itself are described in the following pages. Route maps and schedules for each of these project-serving lines are also provided in Appendix A of this report.

Metro Line 30 – This local-stop bus line provides weekday, weekend, and holiday service between the Pico/Rimpau Transit Center at the intersection of Pico Boulevard and San Vicente Boulevard, about one-half mile west of the project site, and the Little Tokyo/Arts District Metro Station in the northeastern part of downtown Los Angeles. This line travels along Pico Boulevard throughout the immediate study area, where it provides project-serving stops for both directions of service at the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard. Line 30 operates 24 hours a day (including weekends and holidays), with typical headways in the project vicinity of approximately 10 to 15 minutes in both directions throughout most of the day on weekdays, although headways increase to about 15 to 20 minutes per direction on weekends and holidays.

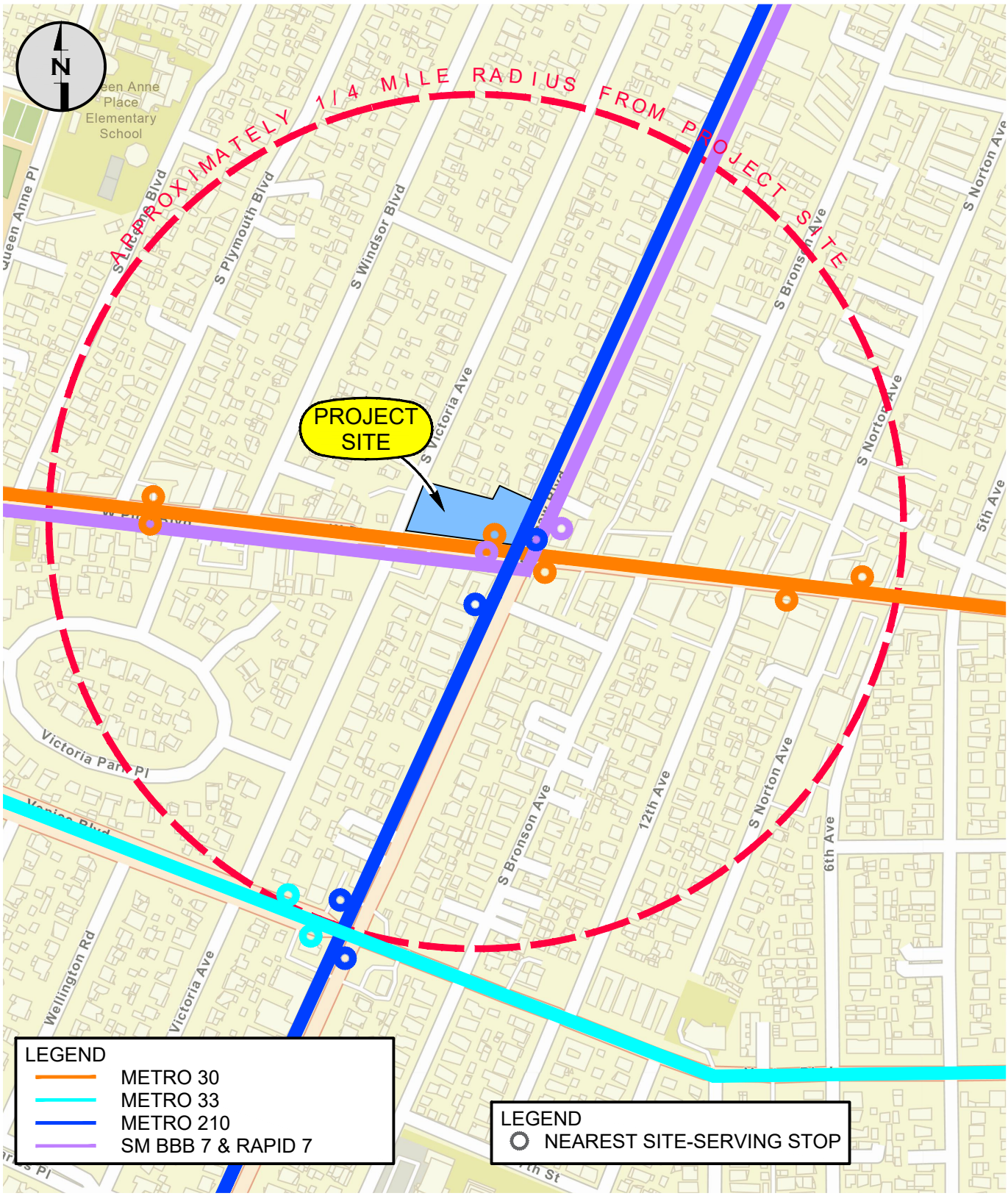


FIGURE 5

3/31/2025

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
STUDY AREA TRANSIT ROUTES AND STOP LOCATIONS

Metro Line 33 – This bus line provides local-stop weekday, weekend, and holiday service between the western portion of the City of Santa Monica and Union Station in downtown Los Angeles, travelling along Venice Boulevard throughout the general project vicinity, where it exhibits stops for both directions of travel near the intersection of Venice Boulevard and Crenshaw Boulevard, about one-quarter mile directly south of the project site. Line 33 provides eastbound service from about 5:00 AM to about 1:00 AM, but essentially exhibits 24-hour service for westbound travel, on all service days (including weekends and holidays), with typical headways in the study area of about 10 minutes in both directions of travel throughout the day on weekdays and Saturdays, with headways increasing to about 10 to 15 minutes per direction on Sundays and holidays.

Metro Line 210 – This bus line provides local-stop weekday, weekend, and holiday service from the Hollywood community of the City of Los Angeles on the north to the City of Redondo Beach on the south. Line 210 provides service along Crenshaw Boulevard throughout the study area, and includes project-serving stops for both directions of travel at the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard. Within the project vicinity, this line is in service from about 5:00 AM to 2:00 AM every day, with typical headways of about 10 minutes per direction.

Santa Monical Big Blue Bus Route 7 – This bus line provides local-stop service on weekdays, weekends, and holidays between the Metro "E" Line Downtown Santa Monica Station at 4th Street and Colorado Avenue on the west side of the City of Santa Monica and the Metro "D" Line Station at Wilshire Boulevard and Western Avenue in the Koreatown area of the City of Los Angeles. Route 7 travels primarily along Pico Boulevard between Santa Monica and the project vicinity, including service to the where it then runs along Crenshaw Boulevard, Wilshire Boulevard, and Western Avenue, including project-serving stops for both directions of service at the intersection of Pico Boulevard and Crenshaw Boulevard. Route 7 operates from about 5:00 AM to 12:00 AM on weekdays, with headways of about 10 to 15 minutes for both directions of travel throughout most of the day, while on weekends and holidays, this line exhibits slightly reduced service hours, operating from about 6:00 AM to 12:00 AM, and with typical headways increasing somewhat to between about 15 to 20 minutes for both directions service during most periods of those days.

Santa Monica Big Blue Bus Rapid 7 Line – This limited-stop bus line provides service between the same destinations, and along the same route, as the Santa Monica Big Blue Bus Route 7 described earlier, and also includes the project-serving stops at the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard. However, the Rapid 7 Line operates on weekdays only, from about 6:00 AM to 8:00 PM, with 20-minute headways in both directions throughout the day.

As briefly described in the preceding pages, both local and regional public transit services are available at the project site, either directly (via site-serving stops) or through transfers to or from more distant transit lines, and therefore, it is expected that some residents, visitors, employees, and patrons of the proposed project will utilize public transit as a regular mode of transportation. However, as discussed later in this report, in order to provide a conservative assessment of the project's vehicular trip generation levels and potential effects on the area transportation system, only nominal utilization of public transit by the residents of the proposed project was assumed, with no substantial public transit usage anticipated for its employees, visitors, and/or customers.

CEQA AND VMT IMPACT ANALYSES

With the adoption of Senate Bill 743 ("SB 743") in 2020, the primary metric for evaluating the potential environmental impacts of proposed development projects in California has shifted from the previous intersection and street level of service ("LOS") methodology to an evaluation of vehicle miles traveled ("VMT"), in order to reduce greenhouse gas emissions ("GHG"), create or expand sustainable multi-modal transportation networks that encourage and support the use of alternate travel modes (public transit, bicycling, walking, etc.) to reduce the dependence on single-occupant vehicles, and promote mixed-use developments such as the proposed project.

The procedures associated with the VMT evaluation methodologies are described in LADOT's TAG (August 2022), which among other things, set forth criteria for determining the need for such analyses related to the current CEQA requirements, as well as measures permitted under the City's "police powers" to regulate the use of land and to address transportation deficiencies. Specifically, the TAG identifies procedures to address a project's consistency with adopted City plans and policies, as well as for non-CEQA evaluations of any potential project-related effects on local vehicular, pedestrian, bicycle, and public transportation access, circulation, and safety.

The proposed project qualifies for a Categorical Exemption from CEQA pursuant to Section 21084 of the California Public Resources Code ("PRC") and Section 15332 of the State CEQA Guidelines (In-fill Development Projects), and will not exhibit any CEQA-related impacts, although as detailed later in this report, a VMT evaluation is still required by the TAG. In general, the TAG identifies that development projects which require a discretionary action by the City must assess whether that project would conflict with or otherwise preclude the implementation of any City programs, plans, ordinances, or policies related to the transportation system in the project vicinity, result in substantial additional traffic (including VMT), or require changes to the area roadway system. CEQA currently evaluates a project's transportation impacts based on the following thresholds:

- Conflicting with Plans, Programs, Ordinances, or Policies
- Causing Substantial Vehicle Miles Traveled ("VMT")
- Substantially Inducing Additional Automobile Travel
- Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Note that, although the project qualifies for and is requesting a CEQA exemption, the procedures used in the TAG to evaluate these thresholds are consistent with CEQA methodologies.

Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

This CEQA impact criterion identifies whether a proposed development project is consistent with major City goals for achieving an accessible and sustainable transportation system by reducing the number of vehicle miles traveled, and providing safe and convenient streets for all users, including pedestrians, bicyclists, motorists, and public transit riders. The TAG provides a list of the applicable plans and policies, along with a checklist of "guiding" questions to assist with the evaluation of the proposed project's compatibility with the City's transportation goals.

Specifically, the TAG identifies the following City plans, policies, and ordinances for review:

- Los Angeles (City) Mobility Plan 2035
- Plan for a Healthy Los Angeles
- Specific Plans (as appropriate)
- Los Angeles Municipal Code (LAMC) Section 12.21 A.16 (Bicycle Parking)
- LAMC Section 12.26 J (Transportation Demand Management ["TDM"] Ordinance)
- Vision Zero Action Plan and Corridor Plans
- Streetscape Plans
- Citywide Design Guidelines:
  - Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all;
  - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience; and
  - Guideline 3: Design projects to actively engage with streets and public space and maintain human scale

Attachment D of the current (August 2022) LADOT TAG provides a worksheet for determining the proposed project's consistency with the City's various transportation-related plans, policies, and ordinances, and the responses to the various "guiding" questions contained in that worksheet are provided in Appendix B of this report. Based on this worksheet, the proposed project is either compatible with the relevant criteria associated with the plans and policies listed above and/or identified in Attachment D of the TAG, or will not preclude the implementation of any elements of those plans/programs related to providing and maintaining a sustainable transportation network.

Specifically, the project is consistent with the access-related guidelines of the Mobility Plan 2035 and Vision Zero policies, with no vehicular driveways proposed for its frontage on Pico Boulevard (which as described earlier in this report, is part of the City's High Injury Network). Note that,

although the proposed project will include a new loading area driveway on Crenshaw Boulevard, the segment of that roadway adjacent to the project site is not included in the HIN. Additionally, the proposed project will maintain the existing sidewalk widths adjacent to each of its frontages (as described earlier, the project site's frontages along Pico Boulevard, Crenshaw Boulevard, and Victoria Avenue are each dedicated and improved to the applicable standards noted in the City's Complete Streets Design Guide) and at the signalized crosswalks at the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard, and locate its parking in an on-site garage accessed from a side street (Victoria Avenue), thus providing a safe pedestrian environment consistent with the objectives of the City's Walkability Checklist. Further, "Walk Score" (www.walkscore.com), which estimates a site's "walkability" based on the availability of pedestrian-accessible services, businesses, and recreation/entertainment venues and other amenities within its general vicinity, assigns a score of 89 (out of 100) to the proposed project's "4201 W. Pico Boulevard" address, indicating a substantially reduced reliance on automobile travel to accomplish typical daily tasks ("Walk Score" is not affiliated with the City of Los Angeles). Further, the project will both provide reduced vehicular parking compared to that typically required by the LAMC, and conform to the LAMC's bicycle parking requirements, and is therefore consistent with the City's policies related to the reduction of both vehicle trips and VMT through the implementation of these measures.

The proposed project is located in the Wilshire Community Plan area of the City of Los Angeles, and will be consistent with both the current City of Los Angeles zoning regulations for the area, and all additional requirements applicable to the project site as identified in the community plan, including floor area, density, height, and other development and design standards pertinent to the project's consistency with the City's long-range transportation goals. Additionally, the project will designate 35 of its 222 residential units as affordable housing, including 18 "very low income" and 17 "moderate income" units. As such, the project will provide much-needed affordable housing within one-half mile of a "major transit stop" (also known as a Transit Priority Area, or "TPA"), defined in Sections 21064.3 and 21155 of the California Public Resources Code ("PRC"), as amended by Assembly Bill 2553 ("AB 2553"), as a site served by two intersecting bus routes with headways of 20 minutes or less during both the morning and afternoon peak commute periods, such as the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard. Therefore, the project is consistent with the City's development guidelines regarding affordable housing.

As a result, the proposed project will conform to, or will not preclude the future implementation of, any of the applicable plans, programs, and policies related to the City's transportation network, and therefore, no significant CEQA-related impacts related to this requirement are anticipated.

Causing Substantial Vehicle Miles Traveled (Threshold T-2.1)

Irrespective of the proposed project's exemption from CEQA, this criterion is used to determine whether the project would result in a significant increase in VMT, based on its consistency with Section 15064.3, Subdivision (b)(1) of the current CEQA Guidelines, which discusses the specific considerations for evaluating a project's impacts to the City's transportation network, noting that "…[generally], projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact". As noted earlier in this report, the project site is located along Crenshaw Boulevard, which is part of the Mobility Plan 2035's Transit Enhanced Network ("TEN") (neither Pico Boulevard nor Victoria Avenue are part of the TEN), and is within a designated TPA (the site is served by several qualifying bus lines with peak period headways of 20 minutes or less, and stops at or near the project site), and therefore, conforms to the referenced CEQA policy.

However, the TAG, which is consistent with the State-mandated requirements of SB 743, also includes two additional criteria for evaluating a project's potential VMT-related impacts:

- Would the land use project generate a net increase of 250 or more daily vehicle trips; and
- Would the project generate a net increase in daily VMT

In order to assess whether a subject project would result in 250 or more net daily vehicle trips, and therefore be required to prepare a detailed VMT impact analysis, the TAG recommends the use of LADOT's new VMT Calculator, which is the primary tool for evaluating the trip generation and VMT-related impacts associated with a new development. The VMT Calculator identifies the number of "daily" (24-hour) trips associated with both the proposed project itself, as well as any existing on-site development that may be removed to construct the proposed project, based on the 9th Edition of the Institute of Transportation Engineers ("ITE") *Trip Generation* manual (the current version of that document at the time the VMT Calculator was being developed, although it has since been superseded by the 11th Edition of that publication, issued in September 2021), as well as data from the San Diego Association of Governments ("SanDAG") and other sources.

Similarly, the VMT calculations for both the proposed project and any existing on-site land uses also utilize a variety of sources, including the City's current Travel Demand Forecasting Model, along with other assumptions related to the type and lengths of the trips generated by each of the various project-related land uses, such as "Home-Based Work", "Home-Based Other", and "Non-Home Based" "production" and "attraction" trips, and adjustments to account for the effects

of on-site interactions between multiple land uses included in "mixed-use" developments such as the proposed project, in order to estimate the daily trips and "per capita" VMT associated with each of those uses. The data sources, assumptions, and analysis methodologies included in the VMT Calculator are detailed in the "*City of Los Angeles VMT Calculator Documentation"* provided for the VMT Calculator, and which is incorporated into this document by reference.

The current version of the VMT Calculator (Version 1.5) provides a "screening" page for use in determining whether a project meets the VMT evaluation thresholds described earlier, and would therefore be required to prepare a detailed VMT impact analysis. Finally, the VMT Calculator also includes a number of "project feature" and "mitigation"-related adjustments that can affect both the trip generation and VMT calculations for a proposed project. For the purposes of screening the applicability of these thresholds to the proposed project, no such adjustments are allowed, although the daily traffic and VMT generated by any existing on-site development that will be removed can be credited against the proposed project's own vehicular traffic and VMT estimates. As discussed earlier, the project site is currently developed with several structures, although the buildings are generally vacant (except for a small check cashing store), and therefore, for the purposes of this study, no existing trip or VMT "credits" were applied against those generated by the proposed project, which itself will consist of about 220 residential units (187 "market-rate", 35 "affordable") and about 17,557 square feet of ground-floor local-serving commercial area.

VMT Analysis "Screening" Procedure and Results

The VMT Calculator includes trip generation and VMT-related data for various typical land uses, including "market-rate" and "affordable" housing, and supermarket and general retail facilities such as those of the proposed project. Therefore, per the VMT analysis "screening" procedures identified in the current TAG, the information described earlier for each of the various components of the proposed project (specifically, land use types and sizes) were input into the VMT Calculator, and the results of the project's VMT "screening" evaluations, including the "baseline" daily trips and VMT estimates for the proposed development, are shown in Appendix C of this report.

As shown in the VMT Calculator "screening" evaluations, the proposed project is anticipated to generate a total of approximately 2,120 vehicle trips per day, and about 12,884 total daily VMT. Therefore, based on the criteria established by the City pursuant to the requirements of SB 743, the VMT "screening" procedures show that the proposed project will result in a sufficient number of both net new daily vehicular trips and VMT to require a detailed transportation assessment. The analysis methodologies and results of that assessment are described in the following pages.

Proposed Project VMT Impact Evaluations

As defined in Threshold T-2.1 of the TAG, a significant project-related VMT impact is deemed to occur if the subject project generates a "household per capita VMT" (for residential components) or "per employee VMT" (for any commercial uses) exceeding a threshold of 15 percent below the average "per capita" or "per employee" VMT of the Area Planning Commission ("APC") area in which the project is located, although the TAG also identifies that the "commercial" portions of a development project that are comprised of less than 50,000 square feet of restaurant, retail, or other similar small-scale "local-serving" uses are assumed to have less-than-significant impacts. The proposed project is located within the "Central" APC area which as identified in Table 2.2-1 of the TAG, exhibits a "Daily Household VMT per Capita" impact "significance" threshold of 6.0, along with a "Daily Work VMT per Employee" impact "significance" threshold of 7.6.

As recommended in the TAG, the VMT Calculator was used to determine if the proposed project would result in any significant VMT impacts. The procedures for calculating and evaluating the project's potential VMT impacts are similar to and based upon the same land use information as the preceding Threshold T-2.1 screening evaluations, but are expanded to consider the effects of any applicable trip and/or VMT-reducing measures contained in the "TDM Strategies" toolbox of the VMT Calculator, either as an integral part of the proposed project itself ("project feature") or as mitigation for any significant VMT-related impacts that may be identified by the analyses.

As previously noted, due to its provision of an appropriate number of "affordable" housing units, and its location within a TPA (directly adjacent to a "major transit stop"), the proposed project qualifies for, and will implement, reductions from its otherwise-applicable LAMC "residential" and "commercial" component vehicular parking requirements. As described previously in this report, the provisions of AB 2097, which will eliminate any minimum vehicular parking requirements for both its residential and commercial components, are applicable to the proposed project, although it will provide a total of 169 on-site vehicular parking spaces (109 "residential", 60 "commercial"). Therefore, the proposed project will meet its applicable parking requirements while providing the vehicular trip and VMT-related reduction measures advocated by the City through its plans and policies for implementing and maintaining a sustainable transportation network.

In addition to reduced vehicular parking, the VMT Calculator's "TDM Strategies" toolbox identifies a number of other measures that are designed to reduce project-related traffic and VMT levels, including parking management (parking pricing, unbundling of parking, parking cash-out, etc.), public transit enhancements and/or fare subsidies, reducing commute trips (through ride-sharing,

alternative work schedules, and telecommuting), shared mobility (vehicle and bicycle sharing), bicycle infrastructure improvements and/or usage (installing new bicycle lanes or other facilities, providing secure on-site bicycle parking spaces, along with lockers and showers for bicyclists), and measures to educate and inform travelers about the various transportation options available at the project site itself or within the surrounding vicinity. The proposed project will incorporate one of these TDM Strategies, providing bicycle parking as required by the LAMC, in its design. While no other TDM measures are assumed in this study, the proposed project will comply with all applicable requirements of the City's TDM Ordinance (either in effect at the time the project is approved, or as appropriate), which may include additional trip or VMT-reduction measures.

Therefore, in addition to the project's land use component data, for the purposes of this analysis, the reduction in its vehicular parking requirement as allowed under the provisions of AB 2097, as well as the inclusion of bicycle parking, were input into the VMT Calculator's TDM Strategies "Parking" toolbox and "Bicycle Infrastructure" toolbox, respectively, as project "design features". The results of the vehicular trip and VMT evaluations for the project are provided in Appendix D.

As shown in Appendix D, with the implementation of these TDM Strategies, the proposed project would result in 1,844 vehicle trips per day (compared to 2,120 daily trips without these measures), along with a daily VMT generation of 11,203 (reduced from 12,884 daily VMT). However, while the proposed project would result in a net increase in VMT (the existing, primarily vacant site uses are assumed to produce no VMT), it would also exhibit a per capita household VMT level of 5.7, which is below the applicable "Central" APC household per capita VMT impact threshold of 6.0. Further, since the project's approximately 17,557 total square foot "commercial" component is smaller than the 50,000 square foot analysis threshold, its effects on "per employee work VMT" are considered to be less than significant. Therefore, based on the results of these evaluations, the proposed project's potential increases to both the "per capita" or "per employee" VMT levels will be less than significant, and as such, no mitigation measures in this regard are warranted.

Proposed Project Cumulative VMT Impact Evaluation

Although the proposed project is not expected to result in significant VMT impacts, the TAG also requires an evaluation of the project's potential contributions toward cumulative VMT impacts. However, while it is acknowledged that the proposed project could result in increased daily VMT (per the project-specific VMT impact analysis), as identified in the TAG, development projects that do not exhibit significant VMT impacts based on "per capita" or "per employee" thresholds are considered to align with the long-term VMT and greenhouse gas reduction goals of both the City

and regional Southern California Association of Governments ("SCAG") transportation plans. Therefore, since the proposed project itself does not result in VMT impacts, it is also deemed to have a less-than-significant cumulative VMT impact, and no further analyses are necessary.

Substantially Inducing Additional Automobile Travel (Threshold T-2.2)

This threshold evaluates whether a proposed "transportation project", including projects intended to increase roadway capacities, such as the addition of new traffic lanes to existing roadways, or the construction of new roadways, would result in significant or undesirable increases in VMT. However, the proposed project is not a "transportation project" as defined in the current TAG, and therefore, this threshold is not applicable. Further, the project will not result in any changes in roadway capacity or operations within the study area, and no further evaluation is necessary.

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T-3)

This final CEQA impact evaluation criterion is used to determine if a new development project would cause detrimental effects to vehicular, bicycle, pedestrian, or public transit activity due to the design, location, and/or operations of its vehicular access points along roadways designated as "Avenues" or "Boulevards". The TAG identifies two screening criteria related to this evaluation:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way; and
- 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.)

The proposed project will provide two vehicular access points, including a full-service driveway for the on-site parking garage located along Victoria Avenue, and a second driveway accessing the project's on-site loading area provided along Crenshaw Boulevard. No vehicular driveways for the project are proposed on Pico Boulevard, consistent with the City's HIN driveway policies, and two existing (unused) driveways along this frontage of the proposed project will be removed. Additionally, the project's proposed primary access driveway along Victoria Avenue will replace an existing site driveway at approximately the same location. Further, although the loading area for the project will create a new site driveway on Crenshaw Boulevard, as described earlier, that facility is not part of the HIN and is not subject to the Mobility Plan 2035's driveway restrictions. Despite this new driveway, the proposed project will reduce the number of site driveways from three (including two on Pico Boulevard) to two, consistent with the Mobility Plan 2035's policies.

Regarding the second screening criterion for this CEQA impact threshold, as noted previously, the roadways fronting the project site currently meet (or exceed) their design standards, with the exception of the alley along the northeastern portion of the site. Therefore, the proposed project is not required to provide any new right-of-way dedications or roadway widenings along any of its street frontages, including Pico Boulevard ("Avenue I"), Crenshaw Boulevard ("Avenue II"), and Victoria Avenue (a "Local Street", and as such, is not technically included in this criterion). Therefore, the proposed project will not result in any modifications to the public rights-of-way adjacent to the site, and no significant impacts under the Threshold T-3 criteria are anticipated.

Therefore, the proposed project is consistent with all applicable plans, programs, and policies related to the City's transportation network. Further, the project will not result in any significant VMT-related transportation impacts, or significantly impact any pedestrian or bicycle facilities, or public transit access or service in the study area. Since the proposed project does not exhibit any significant impacts, no mitigation measures or further CEQA-related analyses are required.

NON-CEQA TRANSPORTATION IMPACT ANALYSES

Although the proposed project would not result in any significant VMT impacts, other elements of its design and/or operations are also subject to review by LADOT, including evaluations of its potential effects on pedestrian, bicycle, and public transit accessibility and safety, as well as to the operations of site-adjacent or proximate intersections and local-access (residential) streets. However, while these additional analyses are required in order to evaluate all potential effects of the proposed project on the area transportation network, they are not subject to CEQA review. The non-CEQA transportation assessments and results are discussed in the following pages.

Proposed Project Access, Safety, and Circulation Evaluations

The preceding sections of this report identified the potential VMT and daily trip generation levels for the proposed project, in order to identify and evaluate the project's CEQA-related impacts. However, those trip-related calculations were performed using the City's VMT Calculator tool, which does not provide the level of detail necessary to analyze the project's incremental and overall effects on the operations of nearby site-serving intersections and local-serving streets. Specifically, pursuant to the TAG, the evaluation of the proposed project's potential effects on these facilities is based primarily on their "peak hour" conditions, which typically occur during the weekday morning and afternoon/evening commute traffic periods, although the project's effects on local/residential streets are analyzed using daily (24-hour) traffic volumes and conditions.

Therefore, for the purposes of the non-CEQA project access, safety, and circulation evaluations, additional calculations were necessary to identify the AM and PM peak hour traffic volumes associated with the proposed project. Additionally, since the effects of the project's traffic on the study area intersections and streets are highly dependent upon the specific movement(s) of that traffic through or along these facilities, further evaluations were performed in order to identify both the general travel patterns and specific travel routes of the project traffic, so that it could be accurately "assigned" to the intersections and streets providing access to the project's driveway.

Project Traffic Generation Calculations

The typical traffic-generating characteristics associated with a variety of common land use types, including both "market-rate" and "affordable" residential developments, as well as supermarket and general retail uses similar to those proposed for the subject project, have been extensively surveyed and documented in studies conducted by or under the auspices of the ITE, with the

most current information provided in the current 11th Edition of the ITE's *Trip Generation* manual[1] (although as briefly discussed earlier, the trip generation data used in the VMT Calculator is from the 9th Edition of the manual). The data contained in this publication are nationally recognized, and are typically accepted as the basis for trip estimation purposes for traffic studies conducted in the City of Los Angeles and other jurisdictions throughout Southern California. Nonetheless, although the current version of the ITE *Trip Generation* manual does provide trip generation data related to "affordable" residential housing (ITE Land Use 223), including subcategories based on income limitations, age restrictions, and "special needs" usage, the effects of these distinctions on the trip generation characteristics related to of the various subcategories is not well defined. Additionally, the trip generation data for some of the subcategories includes "composite" sites that are comprised of both "affordable" and "market-rate" residential units, which could skew the trip generation rates related specifically to the "affordable" units themselves.

However, the TAG also identifies trip generation rates for several affordable residential unit types, including general income-restricted units and permanent supportive housing units similar to those proposed for the subject project, based on data collected at various affordable housing sites within the City of Los Angeles. These "locally specific" affordable housing trip generation rates, shown in Table 3.3-2 of the TAG, are typically required by LADOT in lieu of the more general ITE rates. For the purposes of this study, the "Family" category of "Affordable Housing Type" was selected as applicable to both the project's "very low income" and "moderate income" units. Additionally, the project site is within a TPA, and therefore, the TAG trip rates for projects "Inside [a] TPA area" were considered to be appropriate for the analysis of the project's "affordable" residential units.

The ITE and TAG trip generation rates and other data used in this study to estimate the amount of traffic generated by the proposed project's residential and commercial components are shown in Table E-1(a) in Appendix E. As indicated in this table, the trip calculations for the project's "general retail" component utilized the ITE's "Strip Retail Plaza (<40K)" (Land Use 822) data, pursuant to LADOT's current trip generation estimation policies regarding general retail uses.

However, it is of note that the ITE trip generation rates shown in Table E-1(a) are typically derived based on the number of vehicles entering and exiting the driveways (and/or other access points) of the subject land uses, and as such, do not generally account for a variety of factors that can influence the amount of "net" traffic generated by an individual land use (or a multi-use project).

[1] *Trip Generation*, 11h Edition, Institute of Transportation Engineers, Washington, D.C., 2021.

For typical mixed-use residential and commercial developments such as the proposed project, the most relevant of these factors involve the effects of “internal interaction” (aka, “trip capture”), “walk-in” patronage from nearby neighborhoods and/or developments, “pass-by” traffic activity, and the use of public transportation by project residents, employees, customers, and visitors on the “net” project-related traffic that could be added to the study area roadways and intersections. Each of these trip adjustment factors is described in the following pages, along with their effects on both the project’s individual component and overall trip generation levels.

“Internal interaction” generally reflects the use of on-site services or amenities by residents of a mixed-use development, and it is likely that some of the proposed project’s residents will patronize its ground floor supermarket and retail uses, thus reducing the number of vehicles traveling to and from the project site. These project components will also provide new shopping opportunities within walking distance for residents of the local neighborhoods, further reducing vehicular traffic, not only to and from the project site itself, but throughout the surrounding area, as these patrons would not need to drive to other more distant facilities. Therefore, using methodologies identified in the 3rd Edition of ITE’s *Trip Generation Handbook*, the project’s internal interaction trips were estimated using the National Cooperative Highway Research Program (“NCHRP”) worksheets. For the purposes of this study, the internal interaction activity (aka, “internal trip capture”) levels were identified individually for two similar but distinct scenarios, “residential-to-supermarket” and “residential-to-retail” on-site patronage, since it is expected that patronage of these two types of commercial businesses by project residents would exhibit different levels of internal interaction. No significant internal interaction between the supermarket and general retail uses is anticipated. The NCHRP internal interaction worksheets are also included in Appendix E of this report.

The results of the NCHRP “internal interaction” calculations indicate that the proposed project’s residential component (including both the “market-rate” and “affordable” units) would experience total trip reductions of about one percent (none for inbound trips, two percent of outbound trips) due to their patronage of the on-site supermarket during the AM peak hour, and a total reduction in trips of about 19 percent (23 percent of inbound trips, 15 percent of outbound trips) during the PM peak hour. Project resident patronage of the general retail uses is estimated to result in total trip reductions of about one percent (none for inbound trips, two percent of outbound trips), and about nine percent (12 percent of inbound trips, six percent of outbound trips) during the AM and PM peak hours, respectively. Note that the NCHRP worksheets do not identify the level of internal capture over the course of the entire day, and therefore, the daily internal capture factor was estimated as the average of the total AM and total PM peak hour capture percentages.

Similarly, the project's supermarket is expected to exhibit about a three percent total reduction in trips (six percent of inbound trips, none for outbound trips) due to "internal capture" with the project's residential components during the AM peak hour, and about an 18 percent total reduction (10 percent of inbound trips, 25 percent of outbound trips) during the PM peak hour. Similarly, the general retail uses are anticipated to experience an approximately five percent total reduction in trips (10 percent of inbound trips, none for outbound trips) during the AM peak hour, along with a total trip reduction of about 18 percent (nine percent of inbound trips, 27 percent of outbound trips) during the PM peak hour. Again, because the NCHRP worksheets do not calculate the level of daily "internal interaction", those values were assumed as the average of the peak hour totals.

Further, the project's supermarket and retail components will provide new local-serving amenities and services within comfortable walking distance of the surrounding residential neighborhoods. The ability for local (non-project) residents to walk to these nearby establishments also reduces vehicular traffic both to and from the project itself, as well as throughout the surrounding area, as these patrons would not need to drive to other similar but more distant facilities. Therefore, in order to account for this factor, for the purposes of this study, it was conservatively assumed that local resident "walk-in" patronage of the proposed supermarket would reduce the number of vehicular trips generated by for that use by about 25 percent, while the general retail component is estimated to exhibit an approximately 20 percent reduction in trips due to "walk-in" patronage.

The second adjustment acknowledges the effects of "pass-by" traffic activity on the number of new trips generated by the project's proposed commercial uses. The concept of pass-by traffic involves the "capture" of an existing trip, initially unrelated to the project itself, that passes by the project site. These existing trips are already on the area roadway network for other purposes, such as a trip to or from work, or perhaps to or from other shopping destinations. As these trips pass the project site, the facilities or services provided by the project (or other factors) induce a stop at the site. Such activity is considered to be an interim stop along a trip that existed prior to (or independent of) the development of a subject project, and therefore, pass-by trips, which may be planned or unplanned, are not considered to be newly generated project-related traffic.

LADOT has developed recommended pass-by trip reduction factors (Attachment H of the TAG) for a variety of land uses. These recommendations indicate that "supermarket" and "retail" uses similar to those proposed typically exhibit pass-by trip factors of 40 and 50 percent, respectively. However, a review of the project vicinity indicated that there are several existing supermarkets located less than a mile from the project, including the Ralph's Market at 4760 W. Pico Boulevard,

near the intersection of Pico Boulevard and San Vicente Boulevard, about 0.65 miles to the west of the proposed project, and the Jay's Market at 4000 W. Pico Boulevard, near the intersection of Pico Boulevard and Norton Avenue, about two-tenths of a mile to the east of the project site. Additionally, there are multiple and various local-serving commercial businesses located along Pico Boulevard and other roadways throughout the project vicinity that could compete with the relatively small (about 6,772 total square feet) general retail uses proposed for the subject site. Therefore, for the purposes of this study, it was conservatively assumed that neither the project's supermarket nor its general retail components would exhibit any pass-by trip activity. Further, pass-by trip adjustments are not generally considered to be applicable to most residential uses (including affordable housing), as they are predominantly either the "origin" or the "destination" of their associated trips, and therefore, experience no significant pass-by trip activity.

Finally, the use of public transportation by project residents to travel to and from the project site is also expected to reduce the number of new trips generated by the proposed development. As noted earlier, the project site is directly served by several bus lines, including Metro Line 30, Metro Line 210, and Santa Monica Big Blue Bus Route 7 and Rapid 7 lines, and as a result, it is reasonable to expect that some of the project's residents and/or employees will utilize these or other public transportation facilities as a regular mode of travel. As such, it was assumed that about 10 percent of the vehicular trips generated by the project's "market-rate" residential units would instead occur via public transit. However, per LADOT policy, transit-related trip reductions are not considered to be applicable to "affordable" residential units, since the trip generation rates for such uses, as noted in Table 3.3-2 of the TAG and shown in Table E-1(a), already account for public transit utilization by residents of these units. Further, due to their relatively small sizes, the effects of public transit usage by employees and/or patrons of the project's supermarket and retail components on their trip generation levels are anticipated to be nominal, and as a result, no transit-related trip reductions were assumed in this study for either of these project uses.

Therefore, using the trip generation rates identified in Table E-1(a), and incorporating the effects of the "internal interaction", "walk-in" patronage, and public transit usage trip adjustment factors discussed in the preceding pages (and also included in Table E-1(a) in Appendix E for reference), the number of vehicular trips expected to be generated by the proposed project was calculated, and the results of this procedure are summarized in Table 1 (and also provided in Table E-1(b) in Appendix E). Note that, as described previously, the buildings currently occupying the project site are vacant (except for a small check cashing business that is assumed for this study to generate a minimal amount of traffic), and as such, no existing use trip "credits" were deemed applicable.

Table 1
Proposed Project and Existing On-Site Development Trip Generation Estimates

Size/Use	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Project							
Residential Components							
187 -unit "Market-Rate" Residential Units	849	16	53	69	45	28	73
Less Internal Capture Trips (with Supermarket) [1]	(85)	0	(1)	(1)	(10)	(4)	(14)
Less Internal Capture Trips (with General Retail) [2]	(38)	0	(1)	(1)	(4)	(1)	(5)
Less 10% Public Transit Utilization	(73)	(2)	(5)	(7)	(3)	(2)	(5)
Total Proposed "Market-Rate" Residential Trips	*653*	*14*	*46*	*60*	*28*	*21*	*49*
35 -unit "Affordable" Residential Units	146	6	11	17	7	5	12
Less Internal Capture Trips (with Supermarket) [1]	(15)	0	0	0	(2)	(1)	(3)
Less Internal Capture Trips (with General Retail) [2]	(7)	0	0	0	(1)	0	(1)
Total Proposed "Affordable" Residential Trips	*124*	*6*	*11*	*17*	*4*	*4*	*8*
Total Proposed Residential Component Trips	***777***	***20***	***57***	***77***	***32***	***25***	***57***
Commercial/Retail Components							
10,785 sq. ft. Supermarket	1,012	18	13	31	49	48	97
Less Internal Capture Trips (Project Residents) [3]	(101)	(1)	0	(1)	(5)	(12)	(17)
Less 25% Walk-In Patronage (Local Area Residents)	(228)	(5)	(3)	(8)	(10)	(10)	(20)
Total Proposed Supermarket Trips	*683*	*12*	*10*	*22*	*34*	*26*	*60*
6,772 sq. ft. General Retail (Total of Various Spaces)	369	10	6	16	23	22	45
Less Internal Capture Trips (Project Residents) [4]	(41)	(1)	0	(1)	(2)	(6)	(8)
Less 20% Walk-In Patronage (Local Area Residents)	(66)	(2)	(1)	(3)	(4)	(3)	(7)
Total Proposed General Retail Trips	*262*	*7*	*5*	*12*	*17*	*13*	*30*
Total Proposed Commercial/Retail Trips	***945***	***19***	***15***	***34***	***51***	***39***	***90***
Total Proposed Project Trips	**1,722**	**39**	**72**	**111**	**83**	**64**	**147**
Existing Uses (Removed)							
1,350 sq. ft. Check Cashing/Loan Business	- - - - - - - - - - - - - - negligible - - - - - - - - - - - - - -						
Other On-Site Structures (sizes unknown - vacant)	n/a	- - - - n/a - - - -			- - - - n/a - - - -		
Total Net New Site-Related (Project) Trips	**1,722**	**39**	**72**	**111**	**83**	**64**	**147**

Notes:

[1] Per NCHRP Report 684, internal capture estimated at 10% for Daily, 1% for AM peak hour and 19% for PM peak hour conditions

[2] Per NCHRP Report 684, internal capture estimated at 5% for Daily, 1% for AM peak hour and 9% for PM peak hour conditions

[3] Per NCHRP Report 684, internal capture estimated at 10% for Daily, 3% for AM peak hour and 18% for PM peak hour conditions

[2] Per NCHRP Report 684, internal capture estimated at 11% for Daily, 5% for AM peak hour and 18% for PM peak hour conditions

As shown in Table 1, once it is completed and fully occupied, the proposed project is expected to generate approximately 1,722 trips per day, including about 111 trips (39 inbound, 72 outbound) during the AM peak hour and about 147 trips (83 inbound, 64 outbound) during the PM peak hour. Of these totals, approximately 777 trips per day result from the project's residential component, while the remaining approximately 945 daily trips are attributable to its commercial components.

Similarly, during the AM peak hour, the project's residential component is estimated to generate about 77 trips (20 inbound, 57 outbound), with its commercial components anticipated to produce about 34 trips (19 inbound, 15 outbound), while during the PM peak hour, the proposed project is expected to exhibit about 57 trips (32 inbound, 25 outbound) from its residential component, along with about 90 trips (51 inbound, 39 outbound) resulting from its commercial component.

As briefly discussed earlier in this report, for the purposes of these analyses, the project site is assumed to be effectively vacant, and therefore, the values shown in Table 1 reflect the number of new project-related trips that are expected to be added to the project area roadway system.

Project Geographic Trip Distribution

Next, the general geographic distributions for the proposed project's residential and commercial component trips were developed, based primarily on a review of the existing traffic volumes and travel patterns within the project vicinity. Additionally, local and regional demographic information was also researched to provide data regarding the general locations of likely employment centers, shopping and/or entertainment venues, and other services that could be expected to be utilized by residents of the proposed project, as well as for the relative distribution of the population from which potential employees and/or customers of the project's commercial uses would be drawn.

Additionally, differences in the trip-making characteristics (origin and destination locations, etc.) of typical residential and retail and supermarket and uses were also considered, which resulted in slight variations in the general geographic travel patterns between these project components.

Based on this information, the general geographic distributions for each of the proposed project's component land use types within the local project area and surrounding vicinity were identified, and are shown in Table 2. Specifically, the general geographic trip distributions are provided for the project's "residential" component, including both its "market-rate" and "affordable" units, and for its "commercial" component, which is applicable to the supermarket and general retail uses. Note that these general geographic trip distributions are assumed to reflect the travel patterns for each of the subject land use types during both the AM and PM peak commute periods.

Table 2
Project Component General Geographic Trip Distribution Percentages

	Residential		Commercial	
Direction	Streets	Freeways	Streets	Freeways
North	20%	0%	20%	0%
South	15%	0%	20%	0%
East	20%	10%	30%	0%
West	25%	10%	30%	0%
Totals	80%	20%	100%	0%

Project Traffic Assignment

Based on the general geographic distributions identified in Table 2, the approximate percentages of the trips generated by the proposed project's individual residential and commercial components were assigned to the roadways serving the project site and the surrounding area. This process considered several factors that could influence the potential travel routes of the project's trips, including turn restrictions at intersections along these routes, one-way or limited access streets, "connectivity" between surface streets and regional transportation facilities (freeways), and the overall "completeness" of the street system through and surrounding the study area (to account for any discontinuities in the travel routes). Additionally, as discussed previously, the differences in the trip-making characteristics between typical "residential" and "commercial" uses resulted in slightly different trip distributions for each of these land uses. The trip distribution percentages on the key roadways serving the general project vicinity are identified for its residential component in Figure 6(a), while the project's commercial component distributions are shown in Figure 6(b).

The general geographic project-component trip assignments identified in Table 2 and shown in Figures 6(a) and 6(b) were then refined to identify the specific intersection movements (left-turn, through, right-turn) of project-related traffic within the general vicinity as it travels to and from the project site. In addition to the area-wide factors that influence the project's general geographic travel patterns, this step also considered the effects of "localized" factors such as the location and operations of the project's driveway. As described earlier, the project's "primary" driveway on Victoria Avenue will be accessible to both the project's residential and commercial components, and will provide a two-way, "full service" (left- and right-turn entry and exit moves) access point. The resulting area-wide "intersection-level" (turning movement) trip assignment percentages for the proposed project's residential and commercial components are provided in Appendix F.

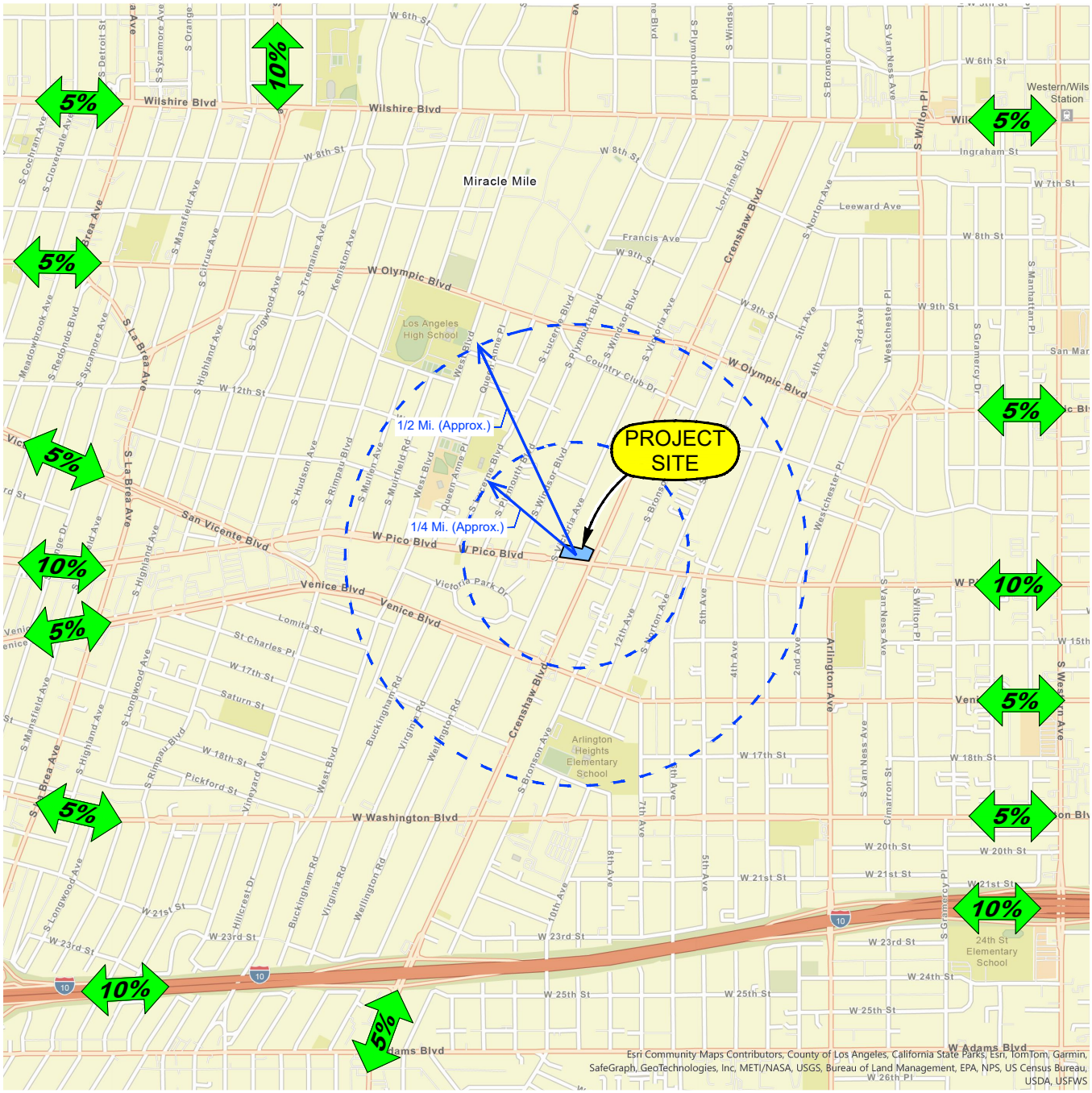


FIGURE 6(a)

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4201 PICO BOULEVARD MIXED-USE PROJECT
GENERAL GEOGRAPHIC TRIP DISTRIBUTION PERCENTAGES
RESIDENTIAL COMPONENT

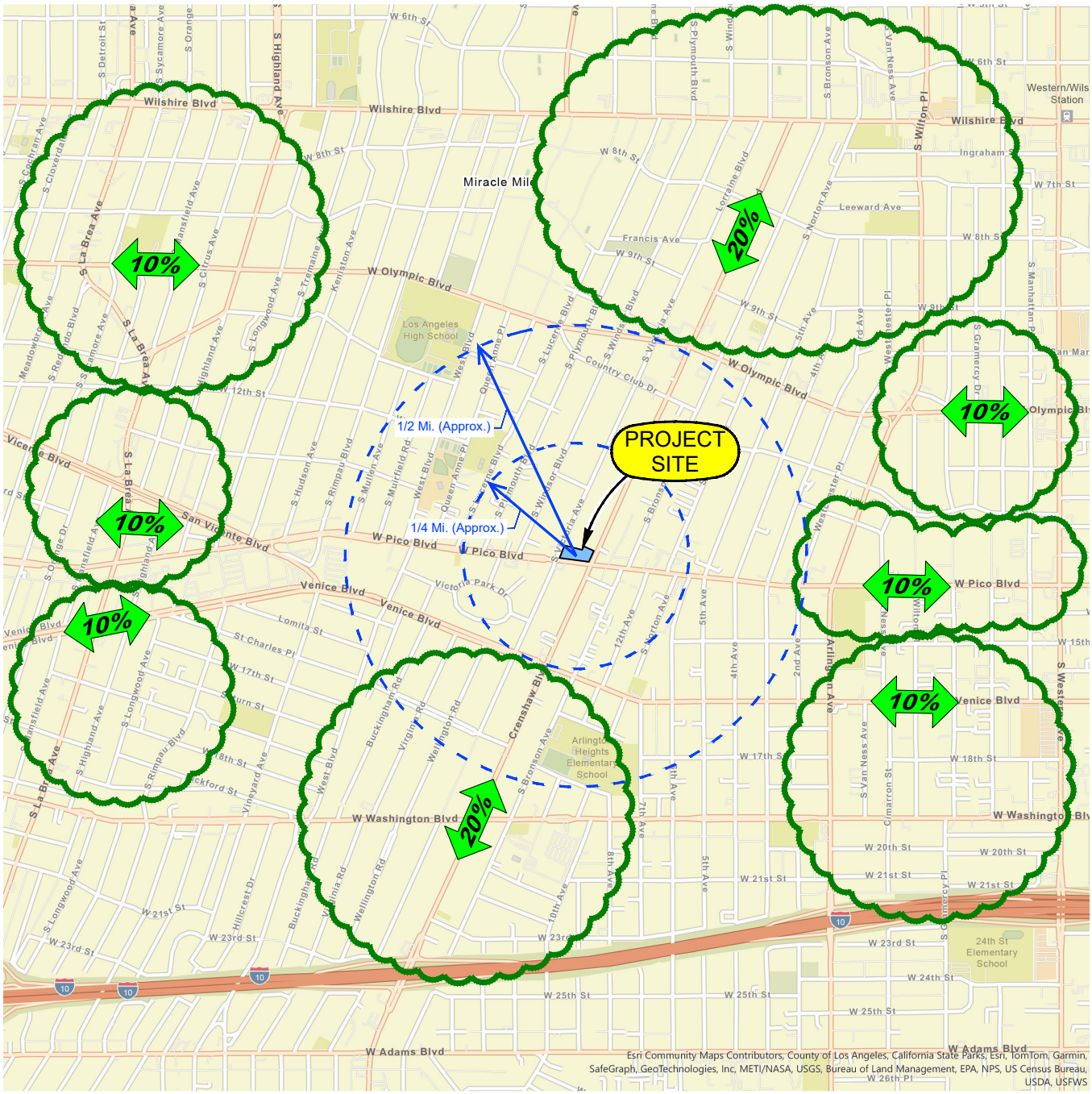


FIGURE 6(b)

3/27/2025

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4201 PICO BOULEVARD MIXED-USE PROJECT
GENERAL GEOGRAPHIC TRIP DISTRIBUTION PERCENTAGES
COMMERCIAL COMPONENT

The project-related general geographic distributions shown in Figures 6(a) and 6(b), along with the project component intersection-level trip assignment percentages identified in Appendix F, provide information about the project traffic's travel patterns at a number of key intersections in the general vicinity of the proposed project. However, the TAG identifies that the study area for the analysis, including evaluations to determine whether the proposed project would be likely to cause or contribute to undesirable vehicular queuing or congestion at signalized intersections within the project vicinity that are on roadways designated as "Avenues" or "Boulevards", and/or whether any such queuing would result in the diversion of traffic into surrounding neighborhoods, should generally be limited to locations within approximately one-quarter mile of the project site. Specifically, the TAG requires these evaluations to include an analysis of all project driveways, intersections located at either end of the block containing the project site (or up to 600 feet from a project access driveway, whichever is closer) including any unsignalized intersections that are integral to project access, as well as all signalized intersections where the proposed project could be anticipated to add 100 or more net new trips during either the AM or PM peak hours.

Therefore, in order to identify which intersections should be evaluated in this study, the project's individual component trips shown in Table 1 were assigned to the roadways and intersections in the general project vicinity using the appropriate intersection-level trip assignment percentages shown in Appendix F. The results of this procedure are provided in Appendix G of this report, with the AM peak hour intersection volumes for the project's residential and commercial components shown in Figures G-1(a) and G-1(b), respectively, and the total project volumes at each location during this time period are shown in Figure G-1(c). Similarly, for the PM peak hour conditions, the proposed project's residential component trips at each intersection are shown in Figure G-2(a), while the trips generated by its commercial component at each of these locations are identified in Figure G-2(b), with the total project PM peak hour intersection volumes provided in Figure G-2(c).

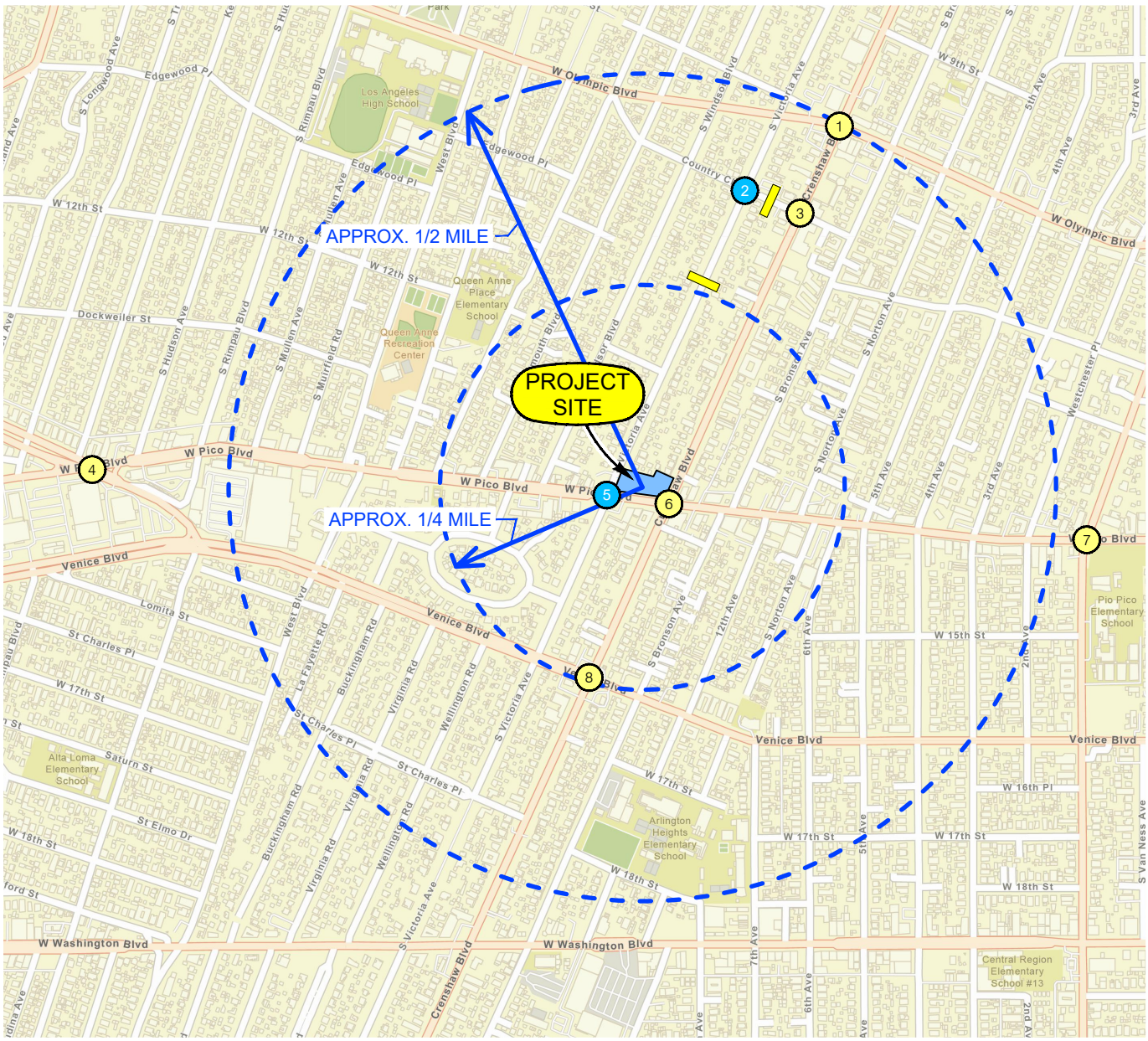
A review of the proposed project's potential total trip increases at the various intersections in the project vicinity, as shown in Figures G-1(c) and G-2(c) in Appendix G, indicates that the project is not anticipated to add 100 or more net trips to any location during either peak hour, except at the site-adjacent intersection of Pico Boulevard and Victoria Avenue, which provides access to the project's driveway, with a project-related increase of 107 total net trips during the PM peak hour.

However, for the purposes of this study, and in order to provide a comprehensive assessment of the project's potential traffic-related effects on the area transportation network, the "study area" was expanded to include not only the intersection of Pico Boulevard and Victoria Avenue, but the

other site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard, plus the intersections of Olympic Boulevard and Crenshaw Boulevard, Victoria Avenue and Country Club Drive (which provides access to the project's driveway along Victoria Avenue), and Crenshaw Boulevard and Country Club Drive to the north of the project site, Pico Boulevard and San Vicente Boulevard to the west of the site, Pico Boulevard and Arlington Avenue to the east of the proposed project, and Venice Boulevard and Crenshaw Boulevard to the south of the site. The locations of each of these eight selected study intersections in relation to the project site are identified in Figure 7.

Note that several of the study intersections are located beyond both the typical one-quarter mile and "expanded" one-half mile "study area" radii from the project site described earlier in this report, but were included in the analyses since they represent the key locations closest to the project site along the travel routes expected to be used by the project's traffic. Additionally, while there are also a number of signalized intersections along Pico Boulevard to the west of the project site between the study intersections of Pico Boulevard and Crenshaw Boulevard, and Pico Boulevard and San Vicente Boulevard (at West Boulevard, Mullen Avenue, and Rimpau Boulevard), to the east of the project between the study intersections of Pico Boulevard and Crenshaw Boulevard, and Pico Boulevard and Arlington Avenue (at Norton Avenue, and 4th Avenue), as well as along Crenshaw Boulevard south of the project between Crenshaw Boulevard and Venice Boulevard, and Crenshaw Boulevard and Washington Boulevard (at St. Charles Place), none of these locations were specifically analyzed in this study because all of the proposed project's traffic at these "interim" intersections is expected to be "through" trips (in both directions), and therefore, the project is expected to have only minimal effects on their operations or levels of service.

The trip assignment percentages at the eight selected study intersections (and site driveways) are identified in Figure 8(a) for the project's proposed residential component and Figure 8(b) for its proposed commercial components; the trip assignment percentages shown in these graphics are excerpted from and are identical to the trip assignment information provided in Appendix F. Using these individual project component assignment percentages, the number of project trips expected to travel through each of the study intersections was calculated. As described earlier, the results of this procedure for each of the project's component uses are shown in Appendix G, while the total traffic expected to result from the proposed project itself at the study intersections and site driveways is shown in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively (as also excerpted from the "general vicinity" project traffic assignments provided in Appendix G). As noted earlier, since no "trip credits" are assumed to be applicable for the existing site uses, the values shown in Figure 9(a) and Figure 9(b) represent the total "net new" project traffic.



LEGEND

- SIGNALIZED STUDY INTERSECTION
- NON-SIGNALIZED STUDY INTERSECTION
- STUDY STREET SEGMENT

FIGURE 7

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT STUDY INTERSECTION
AND STREET SEGMENT LOCATIONS

Hirsch/Green Transportation Consulting, Inc.

3/5/2025

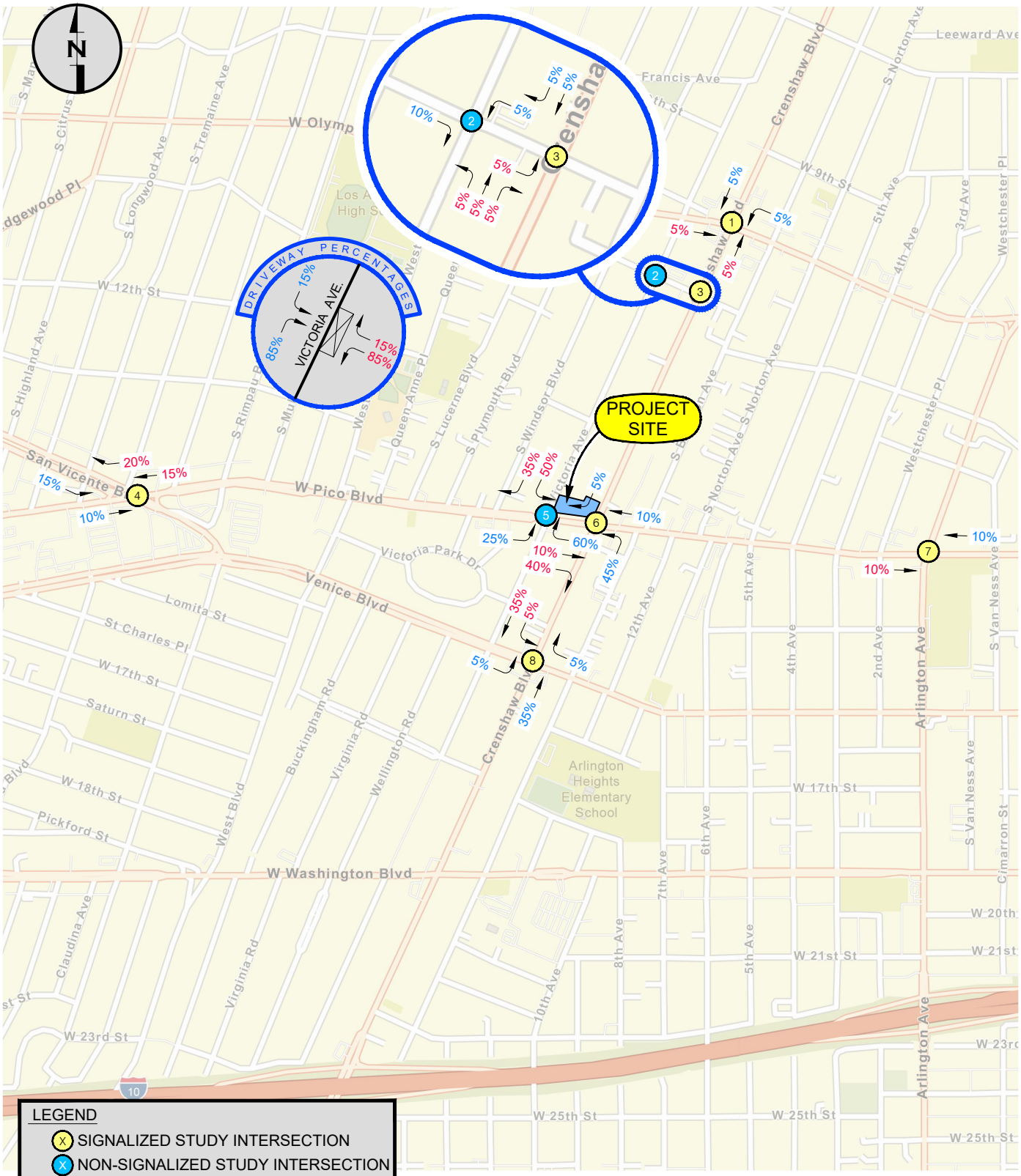


FIGURE 8(a)

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4201 PICO BOULEVARD MIXED-USE PROJECT
TRIP ASSIGNMENT PERCENTAGES
AT STUDY INTERSECTIONS
RESIDENTIAL COMPONENT

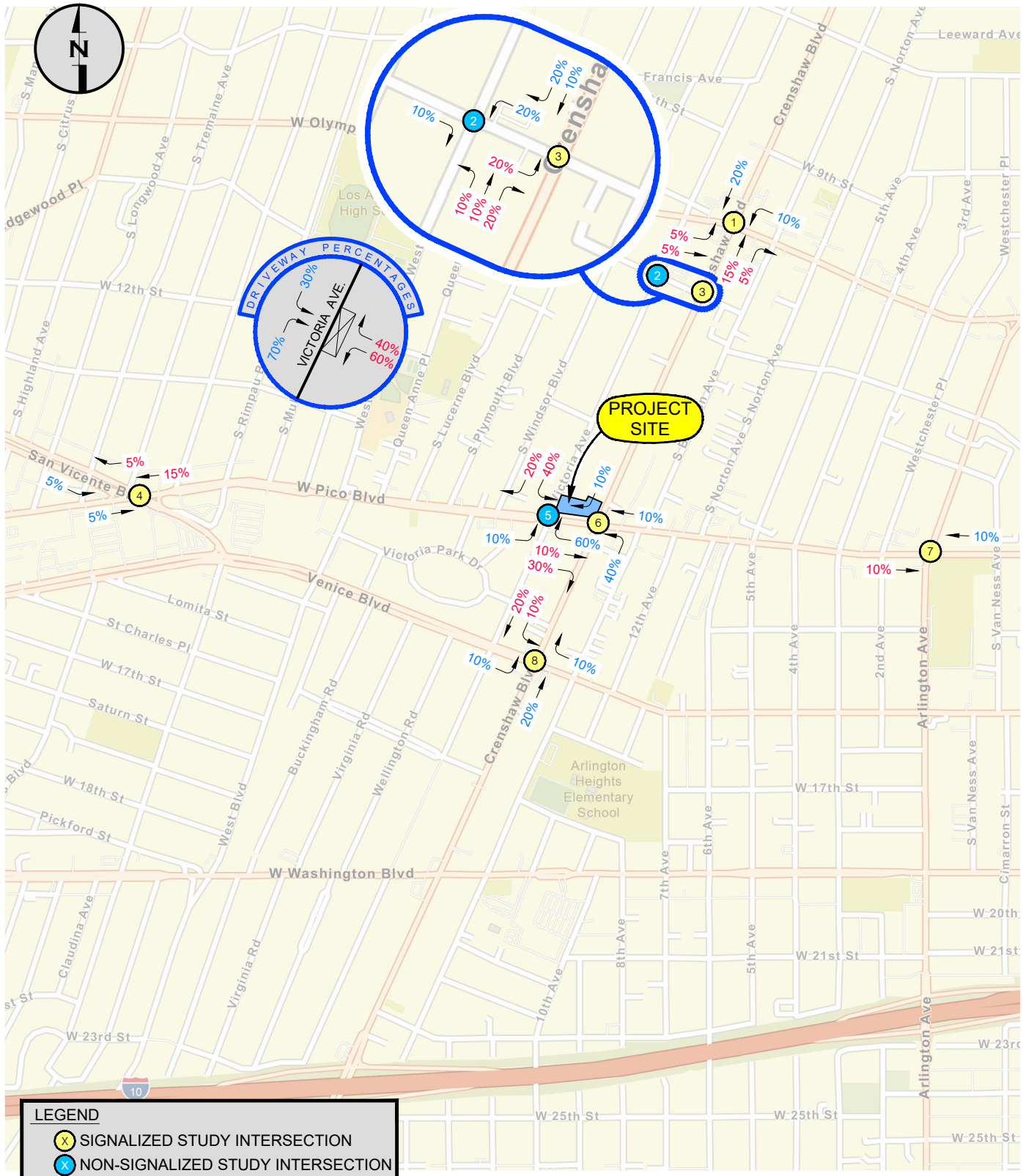


FIGURE 8(b)

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4201 PICO BOULEVARD MIXED-USE PROJECT
TRIP ASSIGNMENT PERCENTAGES
AT STUDY INTERSECTIONS
COMMERCIAL COMPONENT

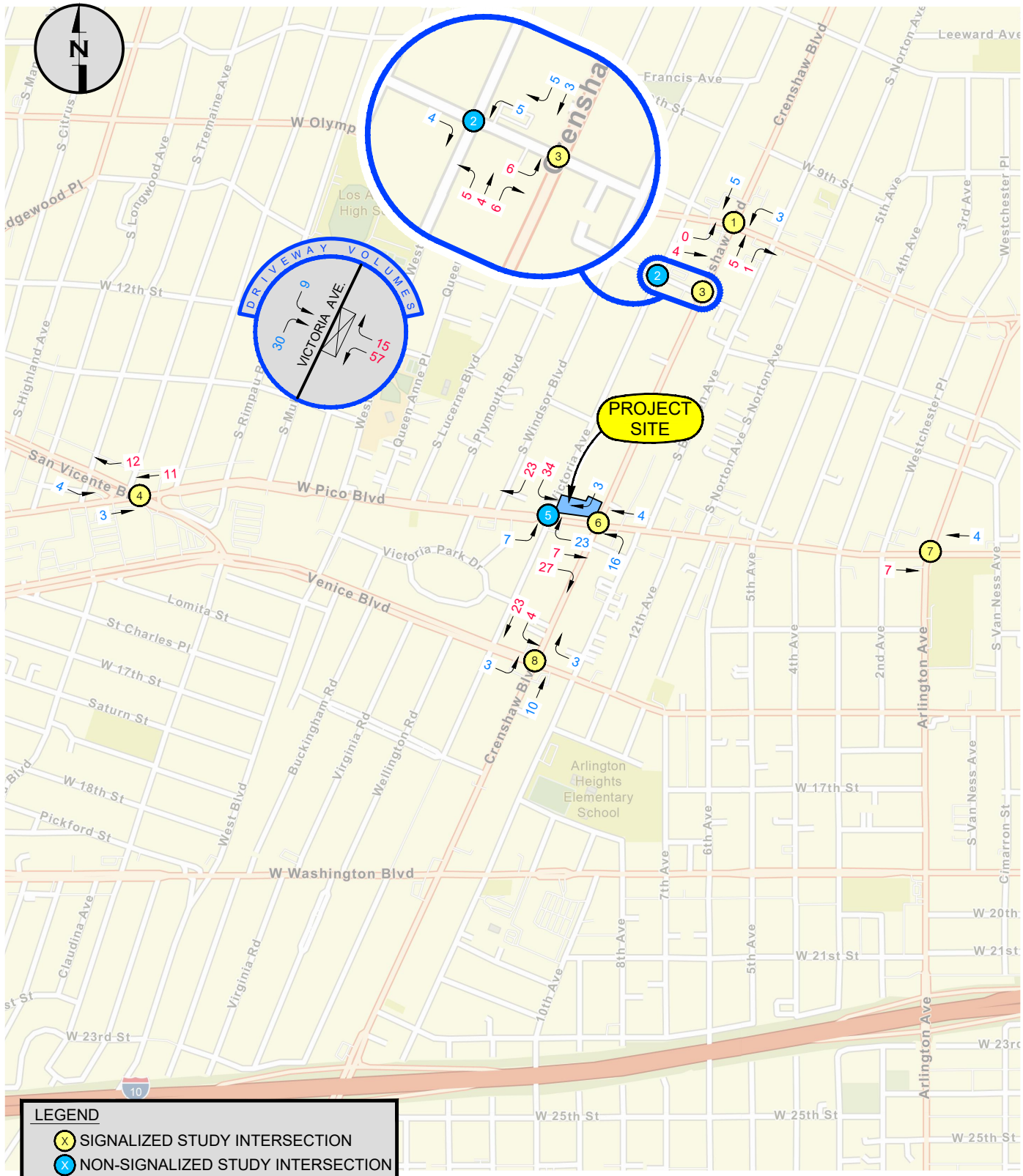


FIGURE 9(a)

5/15/2025

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT TRAFFIC VOLUMES AT STUDY INTERSECTIONS
TOTAL PROJECT
AM PEAK HOUR

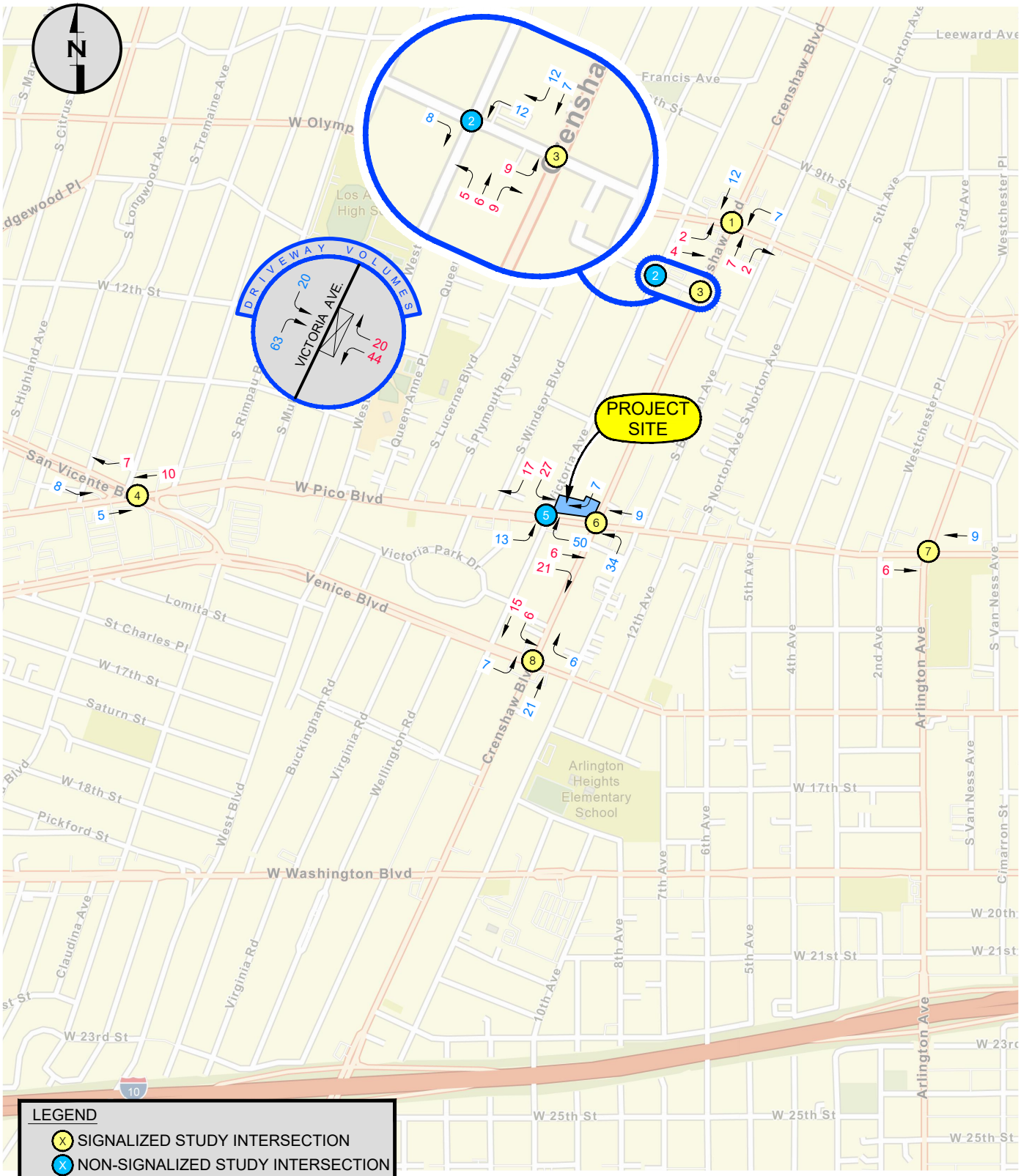


FIGURE 9(b)

HIRSCH GREEN
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4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT TRAFFIC VOLUMES AT STUDY INTERSECTIONS
TOTAL PROJECT
PM PEAK HOUR

Study Area Traffic Volumes

Existing (Year 2025) Traffic Volumes

The current traffic volumes for each of the eight study intersections analyzed in this report were obtained from counts performed specifically for this study for Hirsch/Green in late April of 2025. The count data, provided in Appendix H of this report, reflect typical mid-week traffic conditions during weeks with no major holidays or special events, and with area schools and businesses generally exhibiting normal operation. The "peak hour" volumes used in this analysis represent the four highest-volume consecutive 15-minute periods during the morning "peak commute hours" from 7:00 AM to 10:00 AM, and afternoon/evening period from 3:00 PM to 7:00 PM, and were identified individually for each intersection, assuring that the "worst case" operational conditions were analyzed. The "existing" (year 2025) AM and PM peak hour traffic volumes used to evaluate the weekday conditions at each intersection are shown in Figures 10(a) and 10(b), respectively.

Forecast Future (Year 2028) Traffic Volumes

In addition to the "Existing" conditions evaluations, LADOT also requires an evaluation of the effects of the proposed project on the forecast future traffic conditions within the project vicinity, with the future study year reflecting the date when the project will be completed and operational. For the purposes of these evaluations, the project applicant has identified that completion of the proposed project is expected to occur sometime in the year 2028. Therefore, this study analyzes the potential effects of both project-related traffic on the future roadway system in the study area, and those associated with anticipated future traffic growth on project vicinity traffic operations, which may be exacerbated by traffic resulting from the development of the proposed project.

Future traffic volumes in the project vicinity, and indeed throughout the region, are anticipated to increase as a result of a number of factors, although two factors contribute most significantly to area traffic growth. The first of these factors is "ambient traffic growth", which occurs on both a local and regional basis for a variety of reasons, including but not limited to increases in area population (not specifically tied to new development), additional vehicles for existing households (as children become driving age, or new multi-vehicle status for current single-vehicle families), economic influences such as new jobs creating new worker trips, and other factors.

The second factor is associated with new traffic generated by ongoing or continuing development. This factor is generally more localized than the general ambient growth factor discussed earlier, and is used to account for traffic from known development projects located in or proximate to

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ EX (2025) (NO PROJ) - AM.DWG

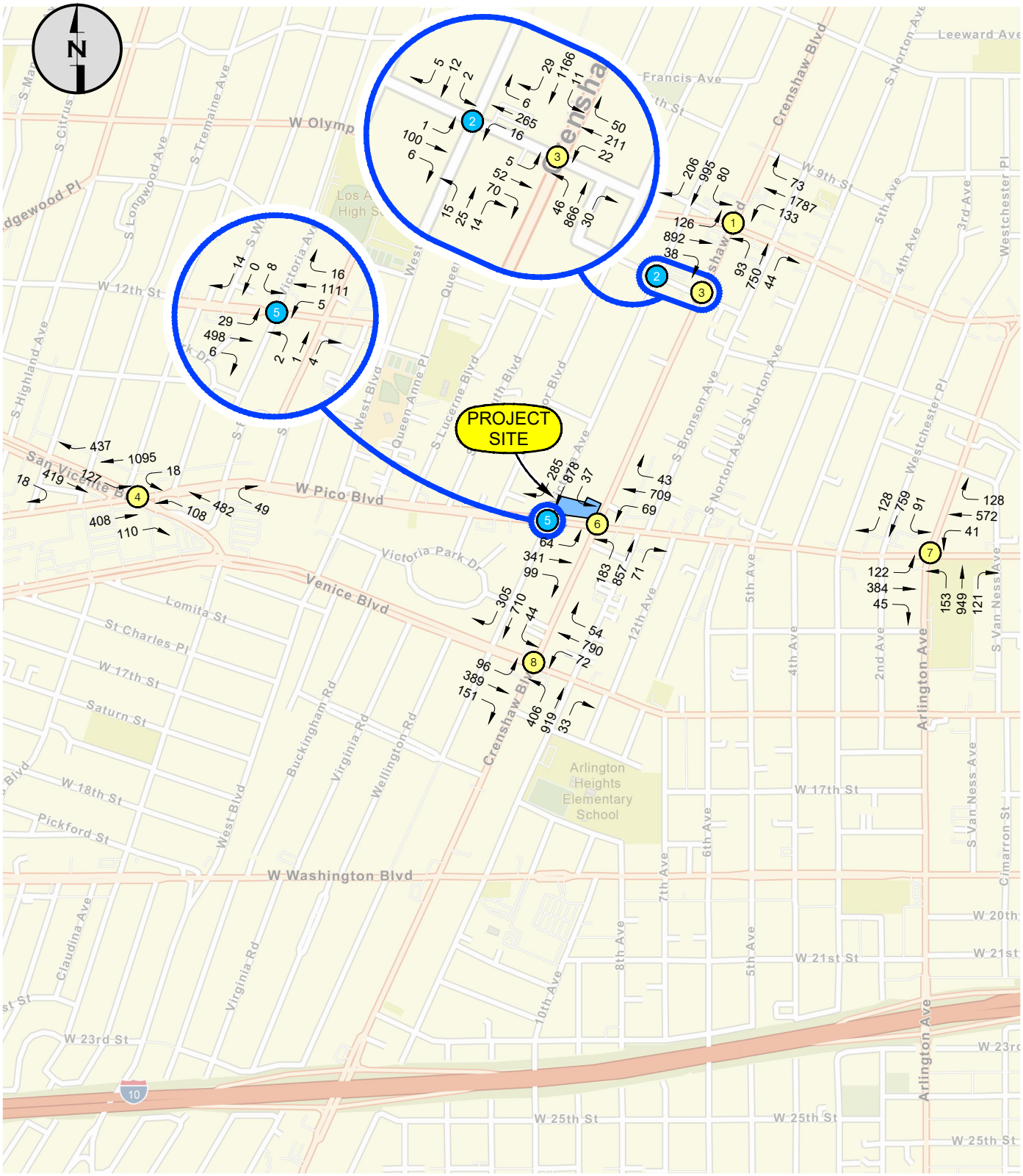


FIGURE 10(a)

5/13/2025

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EXISTING (2025) TRAFFIC VOLUMES
AM PEAK HOUR

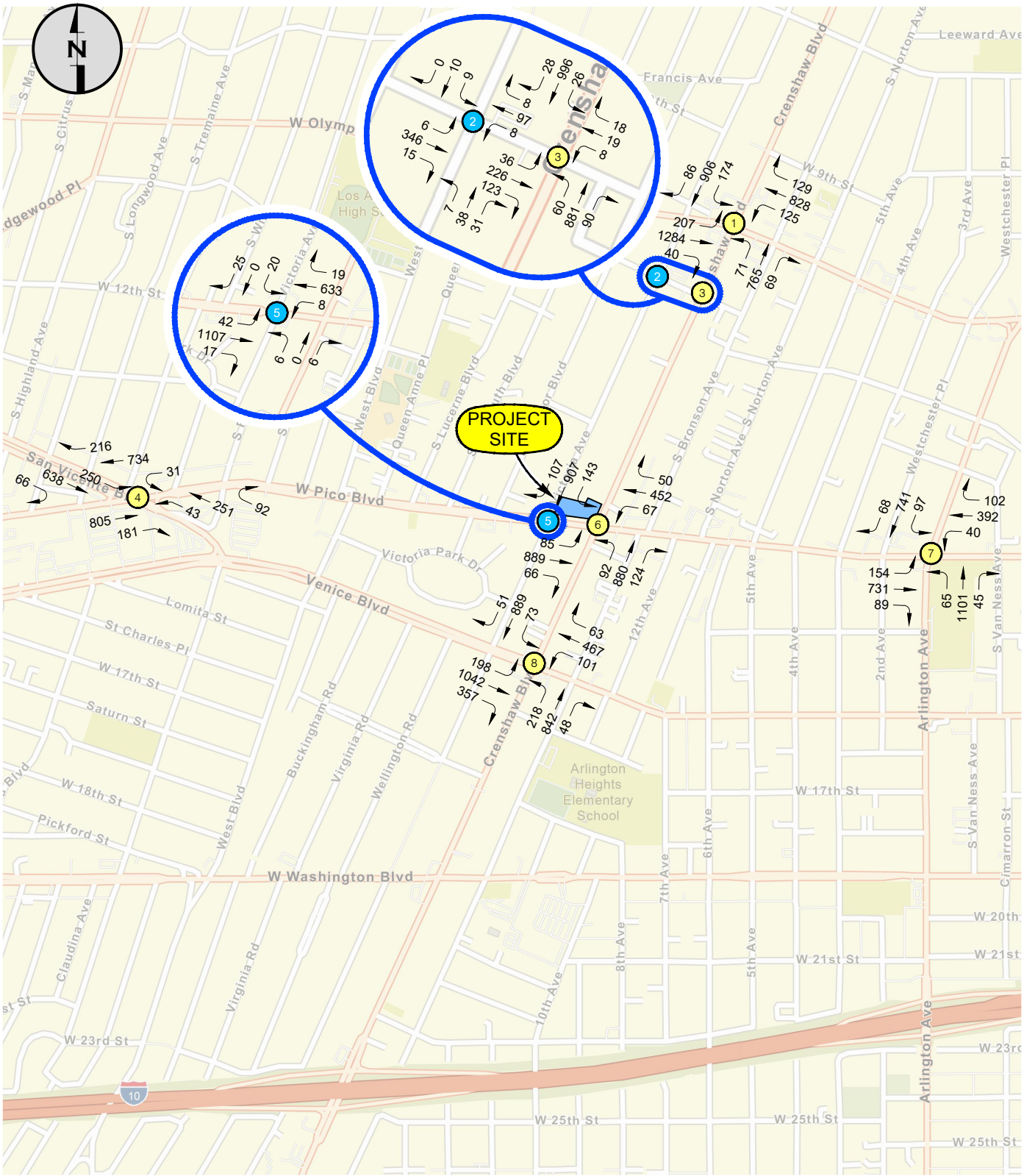


FIGURE 10(b)

HIRSCH GREEN
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EXISTING (2025) TRAFFIC VOLUMES
PM PEAK HOUR

5/13/2025

the study area. A review of the development activity in the general project vicinity indicated that there are a number of other projects that are currently either under construction or are planned for development that could contribute to future traffic growth at the various study intersections.

Therefore, since the project is not expected to be built and occupied immediately, its traffic, and consequently, the impacts of that traffic, will occur on a roadway system that is accommodating more traffic than under the "Existing (2025)" conditions identified earlier. As a result, this study was expanded to include an analysis of potential future year 2028 traffic conditions, reflecting the anticipated traffic volumes within the study area at the time the proposed project is completed and fully occupied. The procedures and assumptions used to estimate the "Future (2028)" traffic at each of the eight study intersection noted earlier are described in detail in the following pages.

Future Without Project Traffic Conditions

The methodology used in this study to estimate the potential future traffic volumes at each of the eight study intersections consisted of several steps. First, as described previously in this report, the current (year 2025) traffic volumes at each intersection were identified by new traffic counts. These existing volumes were then used to estimate the future traffic conditions in the area through the application of an "ambient traffic growth factor". This growth factor, compounded annually, was applied to all of the turning movement volumes at each of the study intersections to develop the "baseline" traffic volume conditions for the future study year of 2028. Additionally, although the annual growth factor is expected to fully reflect all potential area traffic increases, in order to provide for a conservative analysis, traffic generated by other nearby development projects was also included in the traffic estimates of the future (year 2028) "Without Project" conditions.

Ambient Traffic Growth

The "ambient traffic growth factor" is used to account for expected future increases in traffic within the study area resulting from ongoing general regional population growth, as well as from potential additional traffic associated with future as-yet unidentified development, or from known projects that are approved and awaiting construction, or are under construction but located outside the immediate study area ("related projects", as discussed in the following section of this study).

Based on analyses of the traffic growth trends in the study area, LADOT has determined that an annual traffic growth factor of 1.0 percent is appropriate. In fact, the (2010) Los Angeles County Congestion Management Program ("CMP") forecasts that the future traffic growth rate within its "West/Central L.A." Regional Statistical Area ("RSA") 17, which includes the subject project site,

is anticipated to be only about 0.20 percent per year through the year 2030, inclusive of traffic resulting from both general ambient growth and new development within or near the study area. Therefore, the 1.0 percent annual ambient traffic growth factor used in this study is expected to be highly conservative. This ambient traffic growth factor, compounded annually, was applied to the "existing" 2025 intersection traffic volumes described earlier and shown in Figures 9(a) and 9(b), in order to estimate the "baseline" volumes used in the analysis of the future year 2028 conditions.

Cumulative Development ("Related Projects")

In addition to the 1.0 percent annual ambient traffic growth factor, listings of other proposed or ongoing developments in the project vicinity (a one-half mile radius from the project site, although large projects located beyond this boundary that may affect area traffic should also be included) were obtained from LADOT and the City of Los Angeles Planning Department. As noted earlier, the annual ambient traffic growth factor is expected to fully reflect all area traffic growth within the study period, and as such, the inclusion of traffic generated by other projects in the study area in addition to ambient traffic growth may overstate future traffic volumes. Therefore, so as not to inordinately deteriorate future traffic conditions and more accurately predict future traffic volumes, related projects generating fewer than 20 net new peak hour trips were assumed to be included within the anticipated ambient traffic growth, and were not identified as specific traffic generators.

Using these assumptions as guidelines, a review of the LADOT and Planning Department files identified six developments within the general study area that could potentially add traffic to some or all of the study intersections by the future study year of 2028. The locations of these projects are shown in Figure 11, while each project is described in Table I-1 in Appendix I of this report.

The estimates of the amount of traffic generated by each of the related projects were provided by LADOT, or obtained directly from the traffic studies prepared for the individual developments. The trip generation estimates for each of the six related projects are also shown in Table I-1. The related projects trips identified in Table I-1 were then assigned to the study area roadways using assumptions and methodologies similar to those utilized for the proposed project's trips. The resulting related projects traffic at each study intersection are also shown in Appendix I, specifically, in Figure I-1(a) for the AM peak hour, and Figure I-1(b) for the PM peak hour.

Finally, the "Future (2028) Without Project" traffic volumes were developed by combining the annual ambient traffic growth and related projects' trips with the "Existing (2025)" traffic volumes. The results are shown in Figures 12(a) and 12(b) for the AM and PM peak hours, respectively, which reflect study intersection traffic volumes prior to the development of the proposed project.

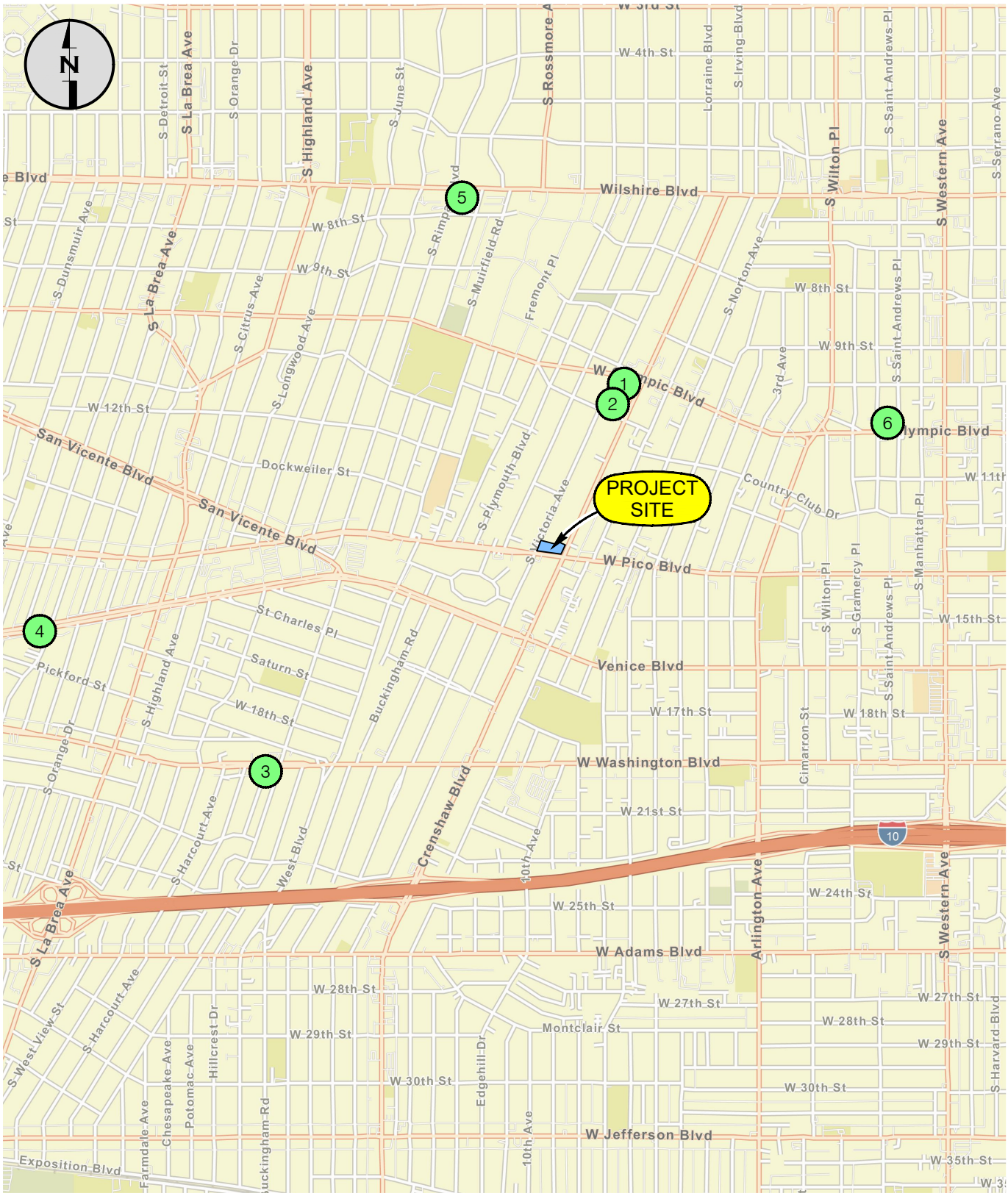


FIGURE 11

HIRSCH GREEN
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RELATED PROJECTS LOCATIONS MAP

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ FUT (2028) (NO PROJ) - AM.DWG

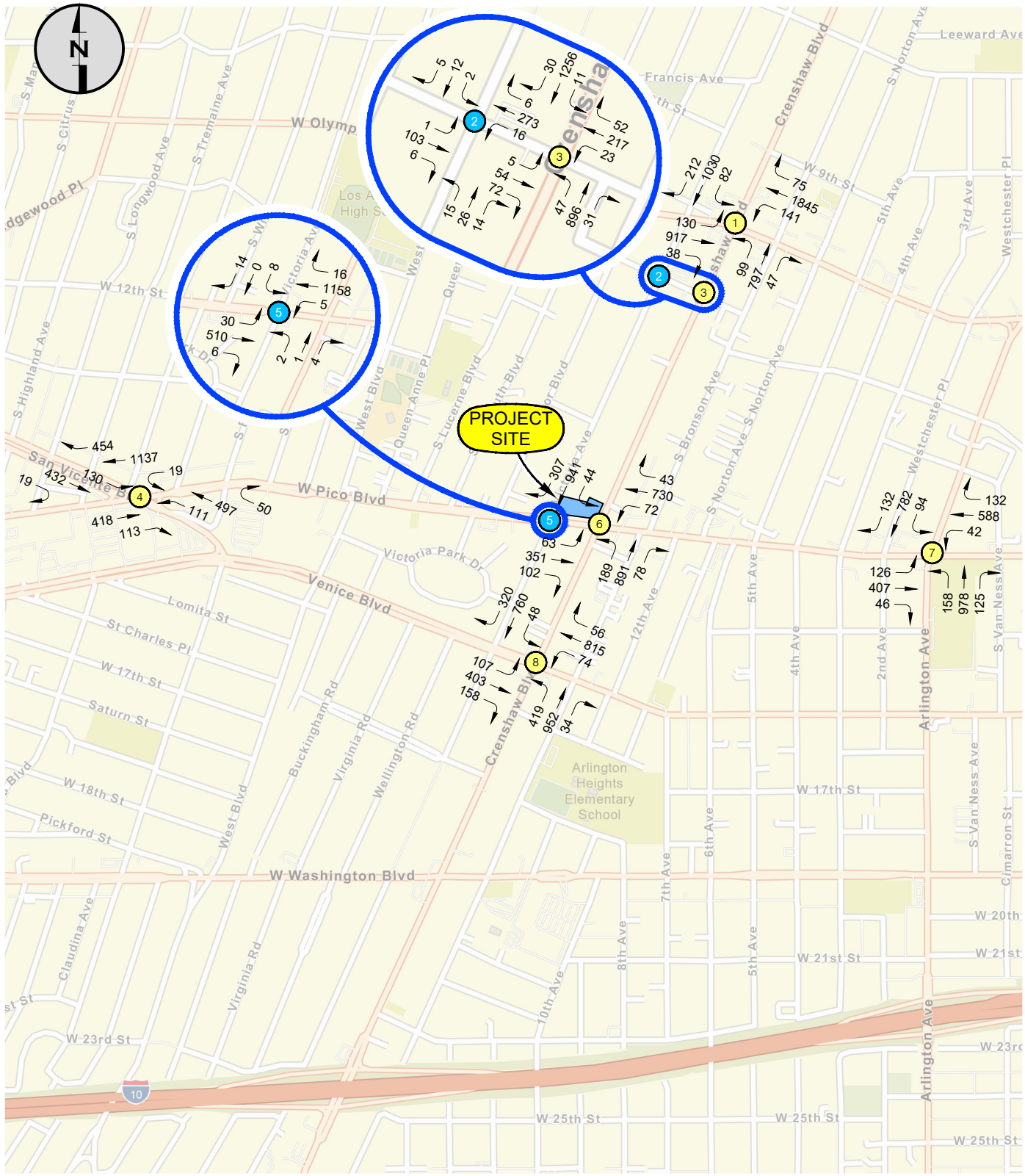


FIGURE 12(a)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

FUTURE (2028) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

5/13/2025

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ FUT (2028) (NO PROJ) - PM.DWG

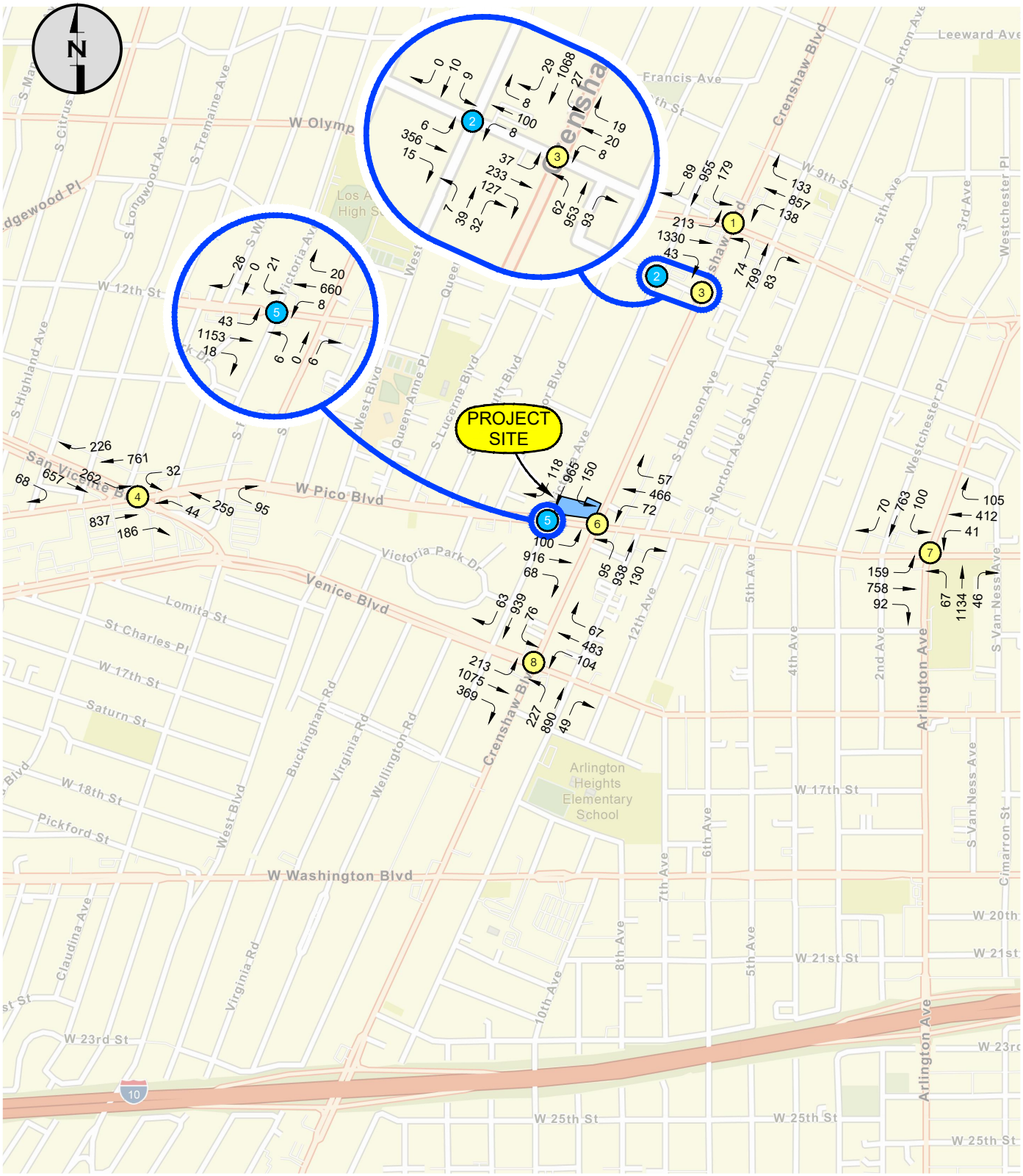


FIGURE 12(b)

5/13/2025

IRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

FUTURE (2028) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

Forecast Future (Year 2028) With Project Traffic Conditions

Finally, the total net project traffic volumes, shown earlier in Figures 9(a) and 9(b), were added to the forecast future (year 2028) "Without Project" AM and PM peak hour study intersection volumes shown in Figures 12(a) and 12(b), respectively, to estimate the "Future With Project" volumes for each study intersection. The resulting "Future (2028) With Project" traffic volumes are provided in Figure 13(a) for the AM peak hour conditions, and Figure 13(b) for the PM peak hour conditions.

The analyses of both the existing (year 2025) and forecast future (year 2028) operations at each of the study intersections are discussed in detail in the following pages. These analyses include an evaluation of the existing (year 2025) traffic conditions identified in Figures 10(a) and 10(b), in order to establish a "baseline" for assessing the effects of the anticipated future traffic growth (unrelated to the proposed project, including both ambient growth and traffic from related projects) on the eight study intersections. Additionally, the "Future (2028) Without Project" traffic conditions shown in Figures 12(a) and 12(b), and "Future (2028) With Project" traffic conditions identified in Figures 13(a) and 13(b) were also evaluated. The comparison of the results of the analyses of the forecast "Without Project" and "With Project" traffic conditions allows for identification of the proposed project's potential incremental traffic-related effects on each of the study intersections.

Analysis of Study Area Traffic Conditions and Project-Related Effects

Analysis Methodology and Assumptions

The current TAG identifies that the intersection delay and vehicle queuing evaluations utilize the analysis methodologies described in the Highway Capacity Manual ("HCM")[2]. This document, published by the Transportation Research Board ("TRB"), describes the operating characteristics of an intersection based on a number of variables, including traffic volumes, lane geometries and configurations, and the number and type of signal phases (or other intersection controls).

The HCM analysis methodology is used to determine both the quantity of traffic that can move through an intersection ("capacity"), and the quality of that traffic flow ("level of service"), which itself is based on vehicle approach delays. Under the HCM analysis methodology, "capacity" is expressed in terms of calculated "flow rate", which represents the maximum number of vehicles in the critical lanes that has a reasonable expectation of passing through an intersection under the prevailing roadway conditions. Critical lanes are defined as those intersection movements or groups of movements exhibiting the highest "per lane" volumes during a given period of time.

[2] *Highway Capacity Manual*, 7th Edition, Transportation Research Board, Washington, D.C., 2022.

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ FUT (2028) (WITH PROJ) - AM.DWG

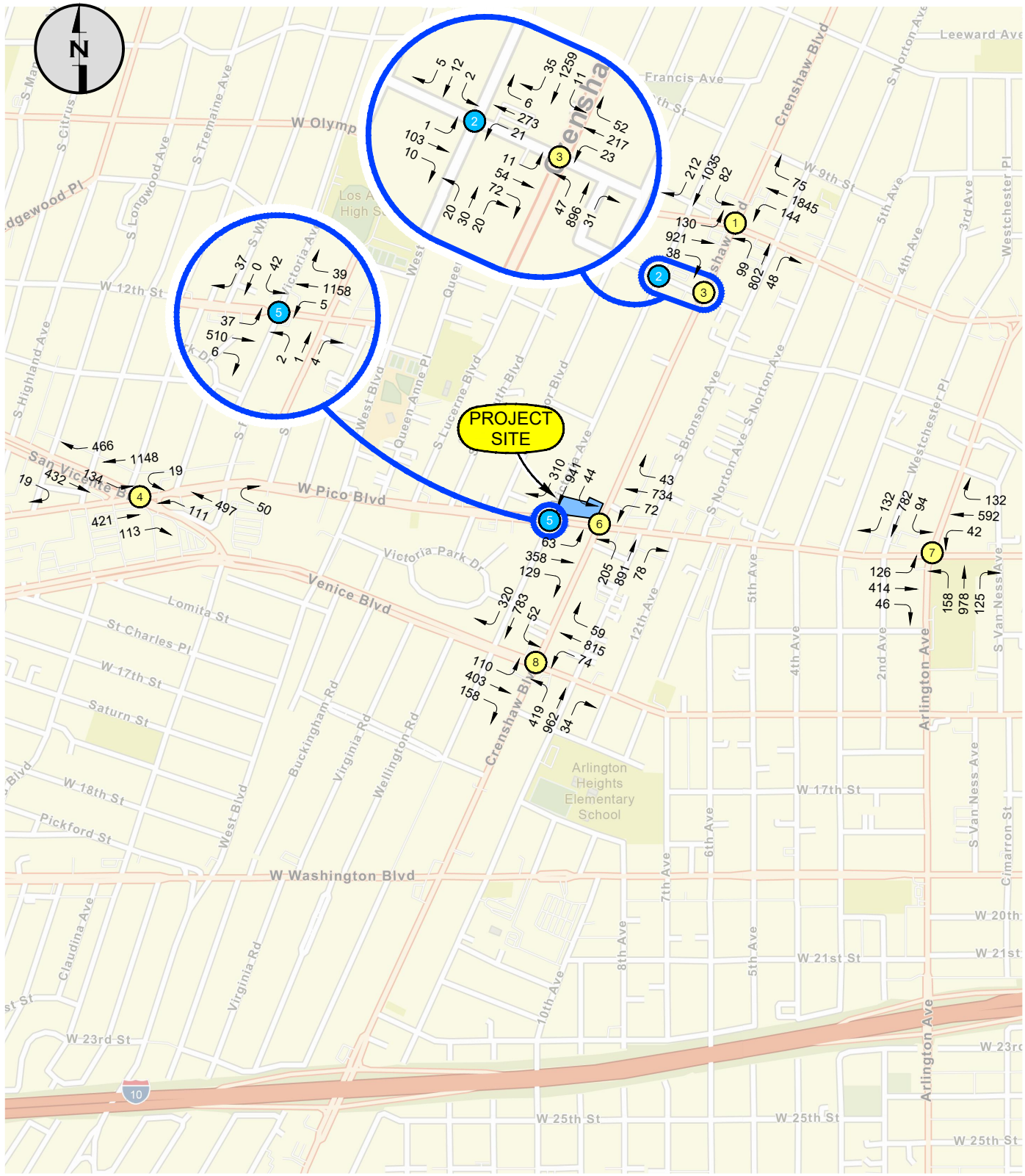


FIGURE 13(a)

5/13/2025

Hirsch/Green Transportation Consulting, Inc.

FUTURE (2028) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

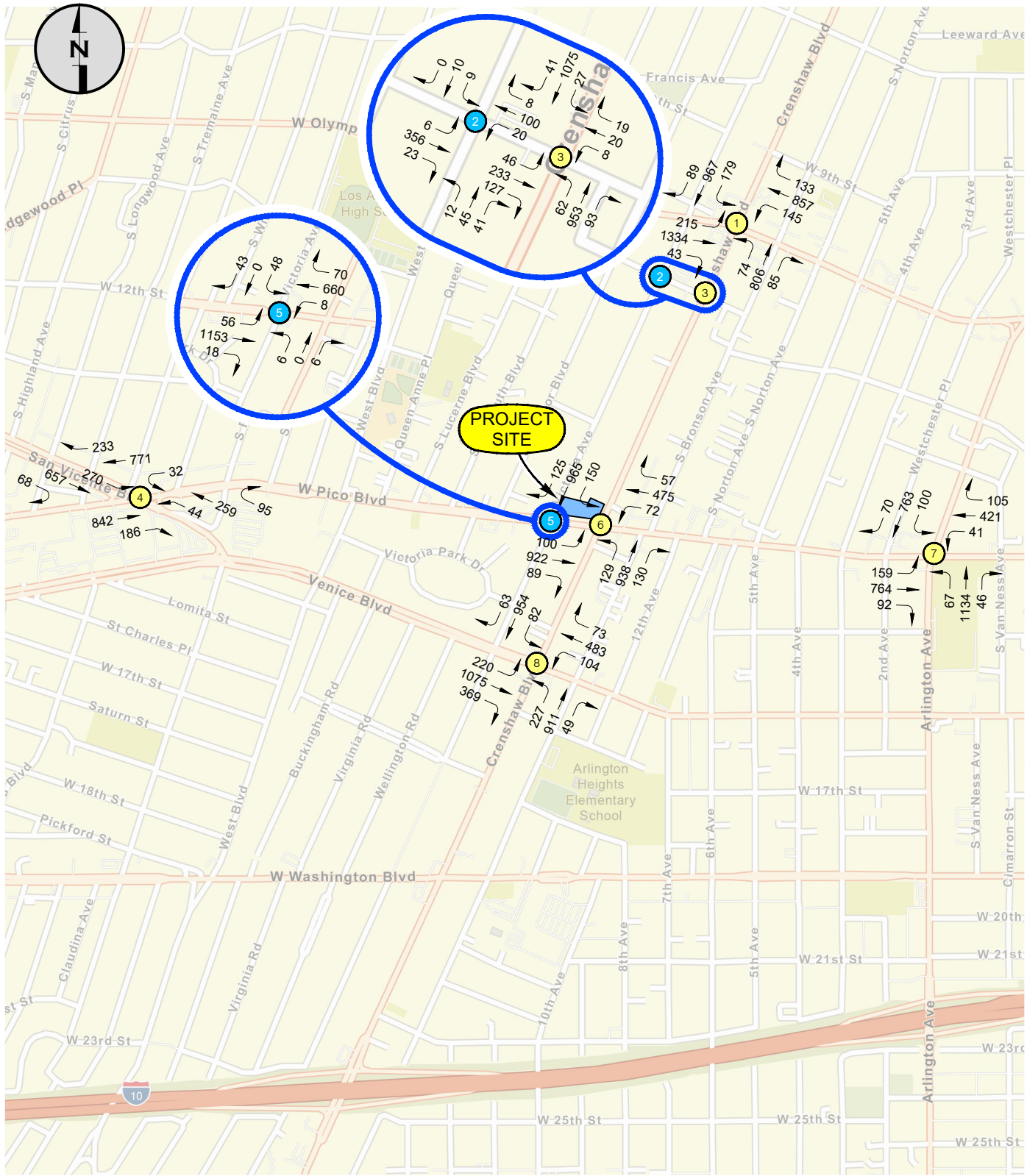


FIGURE 13(b)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

FUTURE (2028) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ FUT (2028) (WITH PROJ) - PM.DWG

5/13/2025

Intersection capacity is also dependent on the number of traffic signal phases; more phases result in additional "lost" or "startup" time due to driver reaction delays when the signal changes from "red" to "green", thereby reducing the efficiency (and associated capacity) of an intersection. The HCM analysis methodologies are applicable to both signalized and unsignalized locations.

"Level of Service" ("LOS") describes the quality of traffic flow through the intersection. LOS A through LOS C exhibit good traffic flow characteristics, with little congestion or vehicle delay. LOS D exhibits some intermittent congestion, and reflects the highest traffic volume condition without experiencing a breakdown in intersection operations; this is the level of service for which most metropolitan area street systems are designed, and is considered by most jurisdictions in the Southern California region, including the City of Los Angeles, as the maximum "acceptable" level of operation for urban area intersections. LOS E defines conditions at or near the capacity of an intersection, and is characterized by short-duration stoppages and unstable traffic flows at its upper ranges. LOS F occurs when an intersection experiences traffic demands in excess of its operating capacity, and reflects stop-and-go traffic flows and long-duration vehicle delays.

The LOS definitions, along with their related vehicle delays for both signalized intersections and unsignalized (STOP-sign controlled) locations, are shown in Table 3. All of the study intersections are signalized except Pico Boulevard and Victoria Avenue, which is STOP-sign controlled on its Victoria Avenue approaches, and Victoria Avenue and Country Club Drive, which is controlled by STOP-signs on each approach. Note that LOS does not represent a single operating condition, but corresponds to a range of delay values, which are dependent on the type of vehicle control.

Table 3
Level of Service ("LOS") as a Function of HCM Average Vehicle Delay

Level of Service	Average Vehicle Delay (sec.)		Intersection Operation/Traffic Flow Characteristics
	Signalized	Unsignalized	
A	$\leq$ 10.0	$\leq$ 10.0	No congestion; all vehicles clear in a single cycle.
B	> 10.0 $\leq$ 20.0	> 10.0 $\leq$ 15.0	Minimal congestion; all vehicles still clear in a single cycle.
C	> 20.0 $\leq$ 35.0	> 15.0 $\leq$ 25.0	No major congestion; most vehicles clear in a single cycle.
D	> 35.0 $\leq$ 55.0	> 25.0 $\leq$ 35.0	Generally uncongested, but vehicles may wait through more than one cycle; short duration queues may form on critical approaches.
E	> 55.0 $\leq$ 80.0	> 35.0 $\leq$ 50.0	Increased congestion on critical approaches; long duration queues form at higher end of range.
F	> 80.0	> 50.0	Over capacity; forced flow with long periods of congestion; substantial queues form.

Several additional assumptions were also included in the analysis of the traffic conditions at the signalized study intersections. First, a review of the area roadway network shows that it already includes measures that enhance traffic flows and reduce travel delays, such as left-turn and/or right-turn lanes at key intersections, and on-street parking restrictions on primary thoroughfares (specifically, Olympic Boulevard) that provide additional travel lanes during peak traffic periods. Further, all signalized intersections under LADOT control, including the signalized study locations, are equipped with both LADOT's Automated Traffic Surveillance and Control ("ATSAC") and Adaptive Traffic Control System ("ATCS") signal coordination protocols. These systems monitor traffic demands throughout a network of interconnected ATSAC/ATCS-equipped intersections, and adjust the operations of individual signals in real time to maximize vehicular throughput and minimize delay along key transportation corridors within the study area and throughout the City. Under the previous LOS-based intersection operations analysis requirements, LADOT identified "post-analysis" adjustments to the "baseline" LOS calculations in order to account for the effects of these traffic signal enhancements. These prior adjustment methodologies are not applicable to the HCM "delay-based" evaluations, although for the purposes of this analysis, the operations of the signalized study intersection were "optimized" to reflect the ATSAC/ATCS improvements.

Additionally, the City of Los Angeles' Five-Year Capital Improvement Programs ("CIP") list was reviewed to identify any new roadway and/or intersection improvements that may be proposed within the project vicinity, although no such improvements are expected to be implemented by the proposed project's 2028 completion date. Further, while some or all of the related projects identified earlier may be required to implement localized roadway or intersection improvements to mitigate their traffic impacts, no related projects "mitigation" improvements were assumed. Finally, the proposed project does not include changes to any of the eight study intersections or roadways along its primary frontages (except for the alley along the northeastern edge of the site), and as such, the analysis of the future (year 2028) "Without Project" and "With Project" conditions assumed that the configurations and operating parameters of all area roadways and intersections would remain unchanged from those used to evaluate the "Existing (2025)" traffic conditions.

Using the analysis procedures and assumptions described earlier, the vehicular delay values and corresponding LOS for both the AM and PM peak hour analysis periods were calculated for the study intersections for each of the traffic evaluation conditions described earlier, including the "Existing (2025)", "Future (2028) Without Project", and "Future (2028) With Project" scenarios. The supporting HCM "delay-based" intersection analysis worksheets are provided in Appendix J, and the results of the evaluations are summarized in Table 4 and discussed in the following pages.

Table 4
Highway Capacity Manual ("HCM") Delay-Based" Intersection Operations Analysis
Existing (2025) and Future (2028) Peak Hour Conditions

Int. No.	Intersection	Peak Hour	Existing (2025)		Future (2028) Without Project		Future (2028) With Project		
			Delay	LOS	Delay	LOS	Delay	LOS	Change
1	Olympic Boulevard	AM	49.2	D	54.9	D	55.5	E	0.6
	and Crenshaw Boulevard [1]	PM	53.0	D	61.0	E	62.8	E	1.8
2	Country Club Drive	AM	9.1	A	9.2	A	9.4	A	0.2
	and Victoria Avenue [2]	PM	10.2	B	10.4	B	10.7	B	0.3
3	Country Club Drive	AM	20.3	C	21.3	C	21.6	C	0.3
	and Crenshaw Boulevard [1]	PM	28.7	C	30.3	C	31.9	C	1.6
4	Pico Boulevard	AM	23.2	C	23.4	C	23.4	C	0.0
	and San Vicente Boulevard [1]	PM	25.0	C	25.3	C	25.5	C	0.2
5	Pico Boulevard	AM	34.0	D	37.5	E	143.1	F	105.6
	and Victoria Avenue [3]	PM	47.5	E	53.5	F	105.0	F	51.5
6	Pico Boulevard	AM	88.8	F	107.5	F	114.3	F	6.8
	and Crenshaw Boulevard [1]	PM	45.9	D	56.5	E	63.1	E	6.6
7	Pico Boulevard	AM	129.9	F	139.1	F	138.7	F	-0.4
	and Arlington Avenue [1]	PM	126.5	F	135.0	F	134.5	F	-0.5
8	Venice Boulevard	AM	88.9	F	97.4	F	99.8	F	2.4
	and Crenshaw Boulevard [1]	PM	68.9	E	78.8	E	83.0	F	4.2

Notes:

[1] Signalized Intersection. "Delay" reflects total intersection approach delay in seconds per vehicle.

[2] Unsignalized Four-way Intersection (STOP-sign controlled along all approaches). "Delay" (seconds per vehicle) and LOS reflect overall intersection conditions (weighted average of all approaches).

[3] Unsignalized Two-way Intersection (STOP-sign controlled along Victoria Avenue approaches only). "Delay" (seconds per vehicle) and LOS reflect conditions for most constrained "minor street" approach move.

Existing (Year 2025) Conditions

As indicated in Table 4, four of the study intersections, including the three signalized locations of Olympic Boulevard and Crenshaw Boulevard, Country Club Drive and Crenshaw Boulevard, and Pico Boulevard and San Vicente Boulevard, and the four-way STOP-sign controlled intersection of Country Club Drive and Victoria Avenue, currently exhibit “acceptable” levels of service during the AM and PM peak hours, with each operating at LOS D or better conditions for both periods, while two other locations, the two-way STOP-sign controlled intersection of Pico Boulevard and

Victoria Avenue, and the signalized intersection of Pico Boulevard and Crenshaw Boulevard, exhibit acceptable operational levels (LOS D or better) during only one of the analyzed periods (AM peak hour, and PM peak hour, respectively). However, both of these intersections operate at undesirable conditions during their "counterpart" peak hours (LOS E during the PM peak hour at Pico Boulevard and Victoria Avenue, and LOS F during the AM peak hour at Pico Boulevard and Crenshaw Boulevard). The two remaining signalized study intersections, Pico Boulevard and Arlington Avenue, and Venice Boulevard and Crenshaw Boulevard, each exhibit LOS F conditions during one or both peak hours, with the latter location operating at LOS E in the PM peak hour.

However, these results do not imply that no delays or congestion exist at any of these locations or along other key travel corridors in the project vicinity during the peak commute traffic periods, and it is acknowledged that some study area roadways experience brief (15 to 20 minute) periods of higher levels of congestion and/or delays at such times. Nonetheless, recent observations indicated that traffic conditions generally improve prior to and after any such times, and as such, the calculated levels of service shown in Table 4 accurately represent the overall operations of the study intersections over the course of an entire hour (the duration for these analyses) during the critical morning and afternoon/evening peak traffic periods. Additionally, as noted earlier in this report, the "peak hour" conditions shown in Table 4 reflect the highest traffic volumes and congestion levels at each study intersection throughout the day. As a result, the operations at the eight study intersections, as well as at other locations within the study area, typically improve during the "off-peak" periods of the day due to reductions in the overall area traffic demands.

Forecast Future (Year 2028) Conditions

Without Project

Future increases in the traffic volumes in the study area, due to both general ambient traffic growth throughout the region as well as traffic generated by ongoing or proposed development projects located within or near the study area (specifically, the six "related projects" discussed previously and identified in Table I-1 in Appendix I), could be expected to affect the operational conditions at the study intersections by the year 2028, prior to the development of the proposed project.

As also shown in Table 4, the levels of service at most of the study intersections are forecast to remain unchanged from their "Existing (2025)" conditions during both of the peak hours, with the exceptions of the signalized intersections of Olympic Boulevard and Crenshaw Boulevard, and Pico Boulevard and Crenshaw Boulevard, both of which could exhibit a reduction in service levels

from (acceptable) LOS D operations to (undesirable) LOS E conditions during the PM peak hour, although both locations are anticipated to continue to operate at their current levels of service (LOS D and LOS F, respectively) during the AM peak hour. Further, the unsignalized intersection of Pico Boulevard and Victoria Avenue could experience reductions in its operating levels from LOS D to LOS E during the AM peak hour, and from LOS E to LOS F during the PM peak hour.

It should also be noted that the forecast (year 2028) study intersection operations identified in Table 4 are considered to be "worst case" projections of the future conditions in the study area for a number of reasons. First, it is possible that one or more of the related projects assumed in this study will not be constructed, or may be built to a lesser density than is currently proposed. Additionally, the trip generation estimates for the related projects do not include "trip linkages" with other existing or new developments, which could reduce the traffic increases associated with those projects assumed in this study. Further, some of the related projects may be required to implement trip reduction programs and/or operational modifications to the transportation system in the study area (including roadway, bicycle, and public transit facilities) that could improve the operations at one or more of the study intersections compared to the forecast future conditions shown in Table 4, although no such measures were assumed for the purposes of this study.

With Project

The new traffic generated by the proposed project itself could also affect the future operations of the study intersections, although as also shown in Table 4, the addition of the project's new traffic to the study area roadway system is expected to result in only nominal incremental changes in the forecast future operational levels at most of the study intersections during either of the peak hours.

Specifically, the "With Project" intersection levels of service will generally be unchanged from their forecast future "Without Project" conditions at all of the study intersections, with the exceptions of the signalized locations of Crenshaw Boulevard and Olympic Boulevard, which could deteriorate from very high (but still "acceptable") LOS D to low LOS E conditions during the AM peak hour (but remain at LOS E during the PM peak hour), and Venice Boulevard and Crenshaw Boulevard, which could be reduced from its forecast undesirable LOS E operations to LOS F conditions with the proposed project during the PM peak hour (remaining at LOS F during the AM peak hour). Additionally, the site-adjacent unsignalized intersection of Pico Boulevard and Victoria Avenue could be reduced from its forecast future "Without Project" LOS E conditions to LOS F operations during the AM peak hour, while continuing to exhibit LOS F conditions during the PM peak hour. No changes to the levels of service at any of the other study intersections are anticipated.

However, changes to an intersection's levels of service are not the sole standard for evaluating a project's potential traffic-related effects on the area roadway system. As described in Section 3.3 of the TAG ("Project Access Safety and Circulation Evaluation"), a project is considered to exhibit undesirable effects on area vehicular circulation if the addition of its incremental traffic results in or contributes to "constrained" conditions such as "unacceptable" queuing at project driveways located along roadways classified in the City's Mobility Plan 2035 as "Avenues" or "Boulevards", and/or substantially extended queuing at nearby signalized intersections. The TAG further notes that "unacceptable" or "extended queuing" conditions can be defined by the following criteria:

1. Additional queuing on through lanes AND either of the following conditions are expected:
   a) the projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
   b) the projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
2. Vehicular "spill over" from turn pockets into through lanes.
3. Vehicle queues blocking cross streets or alleys.
4. Vehicular "spill over" from drive-throughs into streets.
5. Contributing to "gridlock" congestion (defined for purposes of these evaluations as the condition where traffic queues between closely-spaced intersections impede the flow of traffic through upstream intersections).

A review of the study intersection forecast future (year 2028) conditions summarized in Table 4 indicates that the signalized intersections of Crenshaw Boulevard and Country Club Drive, and Pico Boulevard and San Vicente Boulevard, and the unsignalized intersection of Victoria Avenue and Country Club Drive, are each anticipated to operate at "acceptable" LOS C or better levels during both peak hours under the "With Project" scenario. Since these levels of service exhibit sufficient surplus capacities to accommodate additional traffic with only minor operational changes, no undesirable effects due to the proposed project are expected at any of these locations.

The remaining study intersections were also reviewed regarding the TAG criteria listed above, although it is of note that evaluation criterion number 4 is not applicable to the proposed project, as it does not include any "drive-through" facilities. With regard to criteria 1, as shown in Table 4, the intersection of Crenshaw Boulevard and Olympic Boulevard is forecast to operate at LOS E during both the AM and PM peak hours for the "With Project" conditions, and a further review of the analysis worksheets provided in Appendix J indicates that the southbound through move at this intersection will exhibit LOS F conditions during the AM peak hour, while the northbound

and southbound through moves at this location are forecast to operate at LOS F and LOS E, respectively, during the PM peak hour. However, the analysis worksheets also identify that the potential project-related increases in the lengths of the vehicular queues for these movements will be substantially less than the applicable 50-foot queue increase threshold (per criteria 1b), with increases of only about 12 feet for the southbound through move during the AM peak hour, and of about 20 to 21 feet to the through moves in either direction during the PM peak hour. Further, the proposed project would not cause the vehicular queues in any of the left-turn lanes at this intersection to "spill over" into the through lanes in any approach direction (per criteria 2). Specifically, the proposed project adds traffic only to the eastbound and westbound left-turn lanes at this location, with increases of less than one typical automobile length during both peak hours. Finally, the project would not result in any vehicular queues on any approach for this intersection that would impede access to cross streets or alleys, or create any new "gridlock" conditions.

These conclusions also generally apply to the signalized study intersections of Pico Boulevard and Crenshaw Boulevard, Pico Boulevard and Arlington Avenue, and Venice Boulevard and Crenshaw Boulevard. For the intersection of Pico Boulevard and Crenshaw Boulevard, which is forecast to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour, only the southbound through move exhibits LOS E or F conditions (specifically, LOS F during both peak hours), with all other moves operating at LOS D or better. Although the addition of the proposed project's incremental traffic could extend the southbound through move vehicle queue by about 70 feet during the AM peak hour, and by about 109 feet during the PM peak hour, both of which exceed the applicable 50-foot vehicle queue increase threshold, the maximum total length of the final ("With Project") southbound through move vehicle queue would be about 1,722 feet (during the AM peak hour), which would not be sufficient to block any cross street intersections (the first intersection north of Pico Boulevard along Crenshaw Boulevard is at Country Club Drive, a distance of about 2,000 feet), and as such, would not cause or contribute to "gridlock" conditions. Additionally, as shown earlier in Figures 9(a) and 9(b), the proposed project is expected to add left-turning traffic only to the northbound approach of this intersection, and while it could extend the left-turn vehicle queue by about 26 feet (about one typical car length) during the AM peak hour, and by about 36 feet (less than two car lengths) during the PM peak hour, and would not cause the left-turn queue to extend into the northbound through lanes. Further, this move is forecast to exhibit "acceptable" levels of service (LOS D or better) during both the AM and PM peak hours under the anticipated future (year 2028) "With Project" scenario. Therefore, the proposed project would not be expected to result in any undesirable conditions at this site-adjacent intersection.

The signalized intersection of Pico Boulevard and Arlington Avenue is anticipated to operate at overall LOS F conditions during both the AM and PM peak hours under the "With Project" scenario. Although the through lanes on both the northbound and southbound Arlington Avenue approaches at this location exhibit LOS F operations during both peak hours, the proposed project does not add any traffic to these approaches, and as such, would not be expected to directly result in any undesirable effects on Arlington Avenue traffic operations. Additionally, while all project traffic at this intersection is anticipated to travel only east or west along Pico Boulevard, as shown in the intersection evaluation worksheets provided in Appendix J, the through lanes in both directions of Pico Boulevard at this location are forecast to exhibit LOS A operations during both peak hours, and as such, do not meet the TAG evaluation threshold criteria described earlier in this document (through lane operations at LOS E or LOS F). However, the intersection analysis worksheets also indicate that project traffic could increase the through lane vehicle queue on Pico Boulevard by only one or two feet in either direction during either peak hour. Further, the project will not add traffic to any left-turn lanes at this intersection, and as a result, no undesirable effects for those moves will occur. Therefore, the project will not result in undesirable effects at this intersection. It is also of note that the "With Project" delay values at this intersection are shown in Table 4 to improve slightly compared to its "Without Project" levels during both the AM and PM peak hours. Although not suggesting that the operations of this intersection will actually be better following the addition of the proposed project's traffic, this unique analysis result can occur when a project adds traffic to an intersection movement (or approach) that has minimal volumes and/or exhibits a delay value that is less than the overall average delay for the subject intersection, thereby resulting in a decrease in the weighted average delay for the intersection as a whole.

The remaining signalized location, the intersection of Venice Boulevard and Crenshaw Boulevard, is forecast to operate at overall LOS F conditions during both peak hours following the addition of the project's traffic, with the northbound and southbound through lanes exhibiting LOS E and LOS F operations, respectively, during both the AM and PM peak hours, while the eastbound and westbound through lanes are expected to operate at LOS C during both peak hours. However, the addition of the proposed project's traffic would result in through lane vehicle queue increases on the applicable northbound and southbound intersection approaches of less than 50 feet during both peak hours, and as such, would not have any undesirable effects on these moves, including creating or contributing to "gridlock" conditions. Further, the maximum potential increase to any of the left-turn queues at the intersection is anticipated to be only about 27 feet (about the length of one typical automobile), on the eastbound approach during the PM peak hour, and as a result, the proposed project would not be expected to exhibit any undesirable effects at this location.

Finally, the unsignalized site-adjacent intersection of Pico Boulevard and Victoria Avenue is expected to exhibit LOS F conditions under the forecast future "With Project" scenario during both the AM and PM peak hours. Although the evaluation criteria identified earlier in this report are primarily applicable to signalized intersections, they were also used as the general basis for assessing the proposed project's potential effects on the operations of this location. As shown in the intersection evaluation worksheets contained in Appendix J, since Pico Boulevard traffic does not stop at this intersection (it is STOP-sign controlled on the Victoria Avenue approaches), its eastbound and westbound approaches will operate at LOS A during both of the peak hours, and as such, the project will not result in any undesirable effects on traffic flows in either direction of Pico Boulevard (substantially increasing vehicle queues, blocking access to other cross streets, causing or contributing to "gridlock" conditions, etc.). Conversely, the southbound approach of Victoria Avenue will exhibit LOS F conditions during both the AM and PM peak hours (note that the proposed project does not add any traffic to the south leg of Victoria Avenue, which provides access only for the gated "Victoria Park" residential community south of Pico Boulevard). Further, as described previously, the primary driveway for the proposed project, which will provide access to its parking garage for residents, employees, and customers, is located along Victoria Avenue approximately 125 feet north of Pico Boulevard, and as a result, all project-related traffic (except for deliveries, which will utilize a secondary, loading area driveway along Crenshaw Boulevard) will travel along Victoria Avenue to and from the project site. Additionally, as shown previously in Figures 8(a) and 8(b), approximately 85 percent of the project's residential component trips, and between 60 and 70 percent of its commercial component (supermarket, general retail) trips are expected to access the site driveway via the intersection of Pico Boulevard and Victoria Avenue.

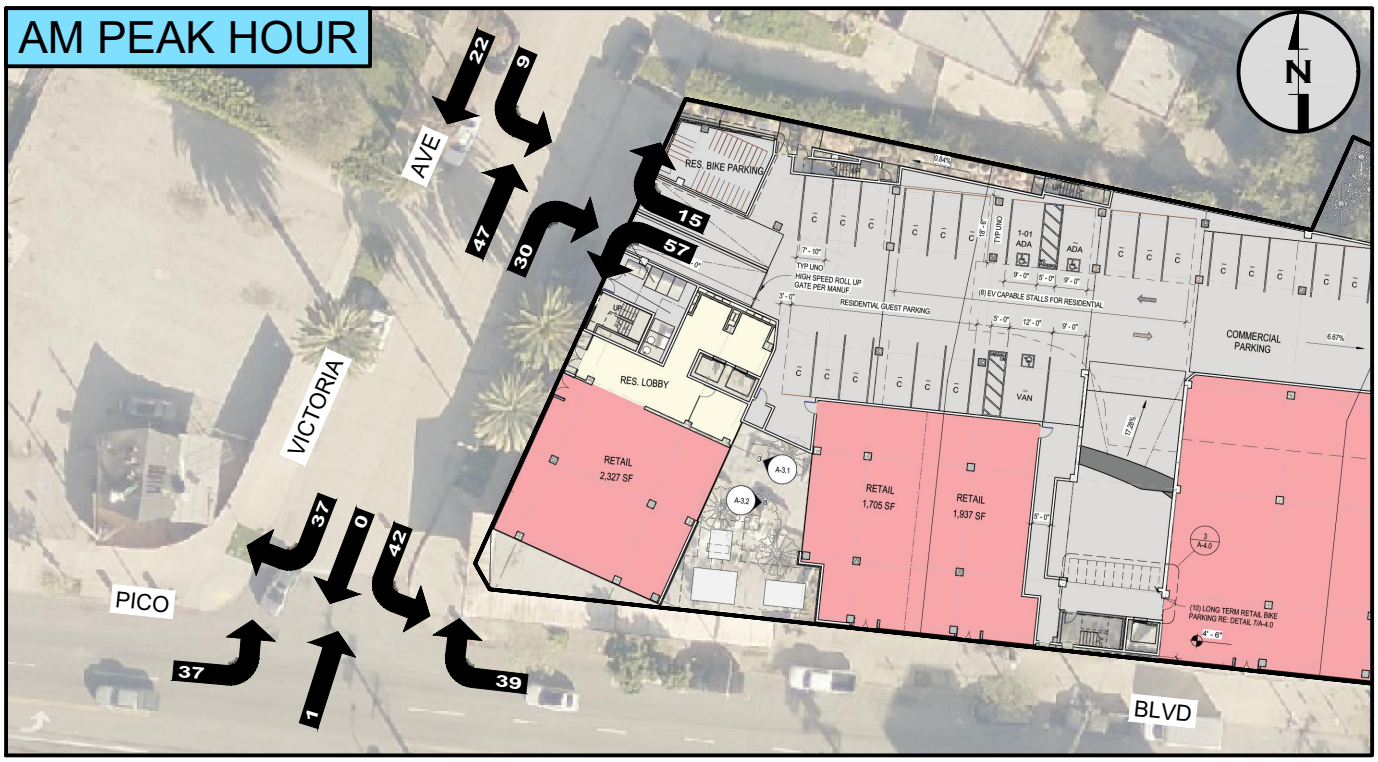
As a result, while the proposed project itself will not create the undesirable conditions on the southbound approach of Victoria Avenue at this intersection (it is forecast to exhibit LOS E and LOS F operations during the AM and PM peak hours, respectively, prior to the development of the subject project) it will incrementally exacerbate those poor operating conditions, resulting in substantial increases in both the vehicle approach delays and the length of the vehicular queues, with a potential (95^{th} percentile) maximum queue length of about 131 feet during the AM peak hour, when many of the project's residents typically depart the site to go to work or for other purposes. This increased vehicle queuing (including a slightly shorter maximum queue of about 123 feet during the PM peak hour) could extend beyond the location of the project's primary driveway, and temporarily disrupt its operations, particularly for the southbound left-turn driveway entry and parking garage left-turn exit moves, as discussed in more detail in a later section of this report.

Therefore, as described in the preceding pages, the proposed project is not expected to result in undesirable effects on any of the signalized study intersections or the unsignalized intersection of Victoria Avenue and Country Club Drive during either peak hour, although it is anticipated to exacerbate already forecast undesirable conditions during both the AM and PM peak hours on the southbound approach of Victoria Avenue at its unsignalized intersection with Pico Boulevard. Measures to address this potential operational "deficiency" are discussed later in this report.

Proposed Project Driveway Operations Evaluations

No issues related to the locations of either the project's "primary" (parking garage) driveway or loading area driveway are expected. As briefly described earlier, the project's primary driveway is located on Victoria Avenue, a "Local Street", pursuant to LADOT's Driveway Design Guidelines, which identify that, if feasible, vehicular access should be located along local or collector streets rather than on roadways exhibiting higher designations ("avenue" or "boulevard"). This driveway will provide one "full access" entry and one "full access" exit lane, allowing for both left-turn and right-turn movements into and out of the driveway, and is located as far from Pico Boulevard as possible based on the configuration of the site. Conversely, the project's loading area driveway is located at the northern end of the project site along Crenshaw Boulevard, which is classified as an "Avenue II" facility. This driveway will access a single loading space, but does not provide for on-site vehicle turn-around maneuvers due to the constraints of the site, and as such, will require vehicles using the loading dock to either back into the driveway so that they can drive forward out of the driveway onto Crenshaw Boulevard, or drive "head first" into the loading area and then back out onto Crenshaw Boulevard upon exiting. Either of these moves will necessitate the use of personnel to assist with temporarily stopping southbound Crenshaw Boulevard traffic, as discussed in more detail later in this section. However, since the loading area is expected to exhibit only nominal utilization, no long-term undesirable effects at this driveway are expected.

However, as required by the TAG, the operational levels of the driveways were also examined in order to ensure that adequate entering and exiting capacities are provided to accommodate the anticipated maximum vehicular demands of the proposed project, which typically occur during the weekday AM and PM peak hours. Note that these operational evaluations were conducted only for the "primary" driveway on Victoria Avenue, since the activity levels at the loading area driveway are expected to be minimal. As shown in Figure 14, the maximum driveway traffic demands for the project are anticipated to be about 111 total vehicles (39 inbound, 72 outbound) during the AM peak hour, and about 147 total vehicles (83 inbound, 64 outbound) during the PM peak hour.



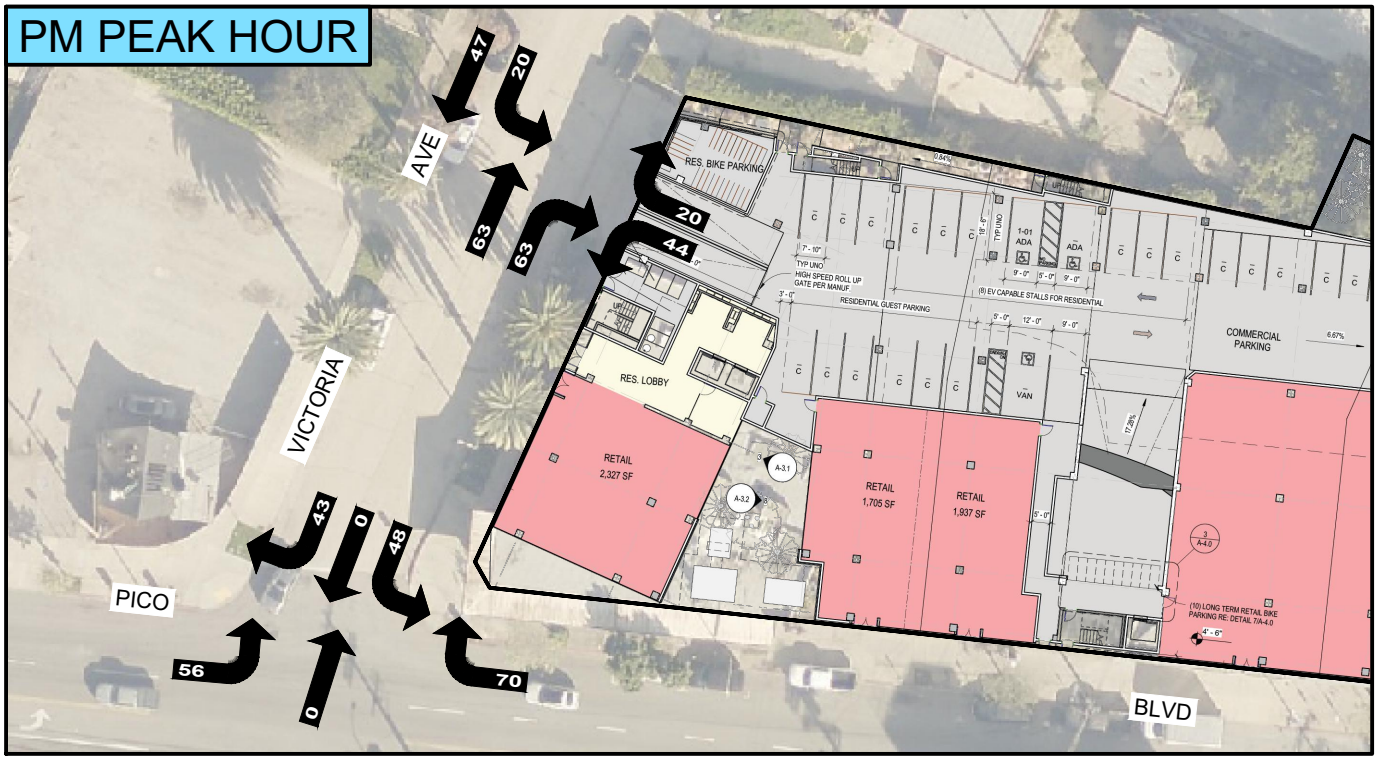


FIGURE 14

4201 PICO BOULEVARD MIXED-USE PROJECT
DRIVEWAY AND ADJACENT STREET
FUTURE (2028) WITH PROJECT TRAFFIC VOLUMES
(AM AND PM PEAK HOUR)

Hirsch/Green Transportation Consulting, Inc.

5/20/2025

Additionally, as shown previously in Figure 3(a), the ground floor plans for the proposed project identify that the Victoria Avenue driveway will be equipped with overhead "roll-up" gates, provided separately for the individual entry and exit lanes. The entry lane gate is located 40 feet from the project property line (back of sidewalk), in compliance with LADOT's Driveway Design Guidelines, in order to minimize the potential for vehicles to queue back from the gate across the sidewalk, while the exit lane gate is located at the project property line to provide the maximum amount of "internal" (on-site) vehicle queuing space without impeding circulation within the parking garage. The gates will be open throughout the typical operating hours of the project's commercial uses, but will close during the overnight periods for security and site access management purposes, although access for project residents and other appropriate persons (such as site employees) will be provided (via a key card, vehicle transponder, or other mechanism) during these times. Since the gates will not create any delays for either entering or exiting driveway traffic when open, the driveway was assumed to exhibit "uncontrolled" access throughout these times, including during the AM and PM peak periods when the demands are expected to be at their highest levels.

"Uncontrolled" driveways (with no gates or other access controls) can exhibit entry capacities of up to 1,000 vehicles per hour per lane. However, based on the project's "internal" garage layout, which requires a slight turn into the garage itself from the driveway, and exhibits parking spaces along both sides of the main drive aisle (which could cause some delays for entering vehicles as other vehicles access these spaces) a more conservative value of 750 vehicles per hour per lane was used for these evaluations. As shown previously in Figure 3(a), the project driveway provides one entry lane, and was therefore assumed to accommodate up to 750 vehicles per hour.

Exiting capacities for "uncontrolled" driveways range from 400 to 500 vehicles per hour per lane, although the amount of exiting traffic that can actually be accommodated is highly dependent upon the volume of traffic and/or congestion levels along the street accessed by the driveway, which controls the number of vehicles that can enter the traffic flow on that facility. A review of the "With Project" peak hour traffic volumes on Victoria Avenue adjacent to the project driveway, which are also shown in Figure 14 along with the project's driveway volumes, indicates that the total "non-project" traffic (traffic that uses the street for purposes unrelated to the proposed project) will be nominal, with maximums of about 69 (47 northbound, 22 southbound) vehicles per hour during the AM peak hour, and about 110 (63 northbound, 47 southbound) vehicles per hour during the PM peak hour. While these traffic levels are not expected to significantly affect the operations of the driveway, which provides one exit lane, its exiting capacity was conservatively assumed to be at the lower end of the capacity range noted earlier, at about 400 vehicles per hour.

A comparison of these driveway capacities to the proposed project's peak hour driveway volumes identified in Figure 14 indicates that the estimated demands for both entering and exiting traffic will be substantially below the assumed (conservative) capacities for the driveway, and therefore, no access-related impacts, such as substantial internal (on-site) vehicular queuing (for vehicles exiting the project driveway) and/or off-site vehicular queuing or congestion along Victoria Avenue (for vehicles entering the site), are expected to occur during either the AM or PM peak hours.

Although the preceding evaluations indicate that the project's "primary" driveway is expected to provide sufficient entry and exit capacities to accommodate its peak demands, the TAG requires that the driveway be analyzed using the HCM "delay-based" methodologies, in order to ensure that no on-street vehicular queuing or other undesirable project-related effects will occur along streets accessed by the driveways, or at nearby intersections. The results of these analyses, provided in Appendix K, confirm that the driveway will operate at LOS A during both peak hours. Further, no substantial on-site or on-street vehicular queuing or disruption of pedestrian activity or vehicular traffic flows on Victoria Avenue at the driveway is expected under typical conditions.

It should be noted that the conclusions described above, including those based on the results of the HCM "delay-based" driveway operations evaluations, assume that traffic on Victoria Avenue, particularly along its southbound approach past the project driveway, is relatively unconstrained, and does not exhibit significant queuing north of its intersection with Pico Boulevard. As shown in the intersection analysis worksheets provided in Appendix J, these conditions are true during both peak hours under the "Without Project" scenario, which identify southbound vehicle queues along Victoria Avenue at Pico Boulevard of approximately 15 feet during the AM peak hour, and approximately 33 feet during the PM peak hour. However, as detailed previously in this report, the project's own traffic (exiting the driveway onto southbound Victoria Avenue) is expected to result in substantial increases in these queues, with "With Project" southbound vehicle queues of about 131 feet during the AM peak hour, and about 123 feet during the PM peak hour. Although these maximum vehicle queues are expected to occur only intermittently, and primarily during the AM and PM peak commute traffic periods, and would generally be of limited duration, they could temporarily block the project's driveway, thereby preventing project traffic from turning left out of the driveway. Although project traffic wanting to turn right when exiting the driveway would not be directly affected by the southbound vehicle queues, it could be prevented from doing so by the delays experienced by the exiting left-turning traffic, potentially creating queuing and congestion within the project's parking garage. This issue, as well as a discussion of measures to address the undesirable vehicular queuing on Victoria Avenue, is discussed in detail later in this report.

Local/Residential Street Cut-Through Traffic Evaluations

The TAG also requires that the proposed project's effects on local-serving or residential streets in the project vicinity be evaluated. These analyses are intended to identify both any new traffic along such streets generated by the proposed project itself, as well as the project's potential to induce "cut-through" traffic along these roadways (non-local trips that may utilize a "local" street as a result of project-related traffic additions to already congested arterial roadways in the area). Note that it is the City's policy to locate new project driveways along lower-volume side streets, and as such, as discussed in the TAG, project-related trips travelling to and from project driveways located on local/neighborhood streets are not considered to be "cut-through" traffic. Specifically, LADOT does not require an evaluation of the effects of new traffic from residential developments on local/residential streets that are used to access the project's driveway(s), since the addition of new "residential" traffic to a residential street is generally considered to be both an appropriate and acceptable use of the local-access roadway network. Additionally, traffic generated by projects that contain local-serving businesses that produce primarily locally oriented trips to and from the project site (such as the proposed project's supermarket and general retail components) is also generally considered to be acceptable on local streets that provide direct access to the site.

The only residential-serving streets within the project vicinity that could potentially be affected by "cut-through" traffic induced by the proposed project are Victoria Avenue, which could provide an alternative route to Crenshaw Boulevard (for both northbound and southbound travel) between Olympic Boulevard and Pico Boulevard, and Country Club Drive, which could be used both as an alternate route (for both eastbound and westbound travel) between Olympic Boulevard and Crenshaw Boulevard (to avoid the intersection of Olympic Boulevard and Crenshaw Boulevard), and as a connection between Olympic Boulevard or Crenshaw Boulevard and Victoria Avenue.

However, as described previously, the project is not expected to result in undesirable effects, such as substantial increases in vehicle delays or queue lengths, at any of the study intersections, with the single exception of the unsignalized intersection of Pico Boulevard and Victoria Avenue, which could experience significant additional delays and queuing along its southbound approach due to the addition of project-related traffic. Therefore, the project would not create conditions at any of the key intersections along Olympic Boulevard, Crenshaw Boulevard, or Pico Boulevard that would be likely to induce new "cut-through" traffic on Victoria Avenue or Country Club Drive, and as a result, no significant "cut-through" traffic impacts due to the project are anticipated.

Nonetheless, it is acknowledged that the project will add traffic to the residential neighborhoods along both Victoria Avenue and Country Club Drive north of the project site. In order to identify the proposed project's potential traffic additions to these residential-serving streets, the number of project-related trips expected to travel along each of these streets was estimated based on the trip generation estimates shown earlier in Table 2, and the trip assignment percentages identified previously in Figures 8(a) and 8(b) for the project's residential and commercial components.

As detailed in Table 2, the project's residential component is anticipated to generate a total of approximately 777 trips per day, including about 77 total trips (20 inbound, 57 outbound) during the AM peak hour, and about 57 total trips (32 inbound, 25 outbound) during the PM peak hour. Further, as shown in Figure 8(a), about 15 percent of these trips are expected to travel along Victoria Avenue to the north of the project (between the site driveway and Country Club Drive), with about five percent (5%) of the "outbound" trips continuing north along Victoria Avenue to Olympic Boulevard (no "inbound" trips are expected to utilize this segment of Victoria Avenue), five percent (5%) traveling on Country Club Drive from Victoria Avenue to Crenshaw Boulevard, and 10 percent of the "inbound" and five percent (5%) of the "outbound" traffic traveling along Country Club Drive between Olympic Boulevard and Victoria Avenue. Similarly, as identified in Figure 8(b) for the project's commercial component, about 30 percent of the "inbound" trips and about 40 percent of the "outbound" trips are expected to travel on Victoria Avenue north of the project site, with about 10 percent of the "outbound" trips continuing north to Olympic Boulevard (again, no "inbound" trips are assumed on this portion of Victoria Avenue), 20 percent traveling on Country Club Drive between Victoria Avenue and Crenshaw Boulevard, and 10 percent using the segment of Country Club Drive to travel between Olympic Boulevard and Victoria Avenue.

Using the individual project component trip generation estimates and assignment percentages described in the preceding paragraphs, the amount of daily traffic associated with the project's residential and commercial components expected to use the subject segments of Victoria Avenue and Country Club Drive was calculated, and is provided in Figures L-1(a) and L-1(b), respectively, in Appendix L, while the total daily project traffic added to these streets is identified in Figure 15.

As shown in Figure 15, the project could add a total of about 447 vehicles per day to the segment of Victoria Avenue between the project site and Country Club Drive, about 66 total vehicles per day to Victoria Avenue from Country Club Drive to Olympic Boulevard, about 227 total vehicles per day to the segment of Country Club Drive between Victoria Avenue and Crenshaw Boulevard, and about 154 total vehicles per day to Country Club Drive from Olympic Boulevard to Victoria Avenue.

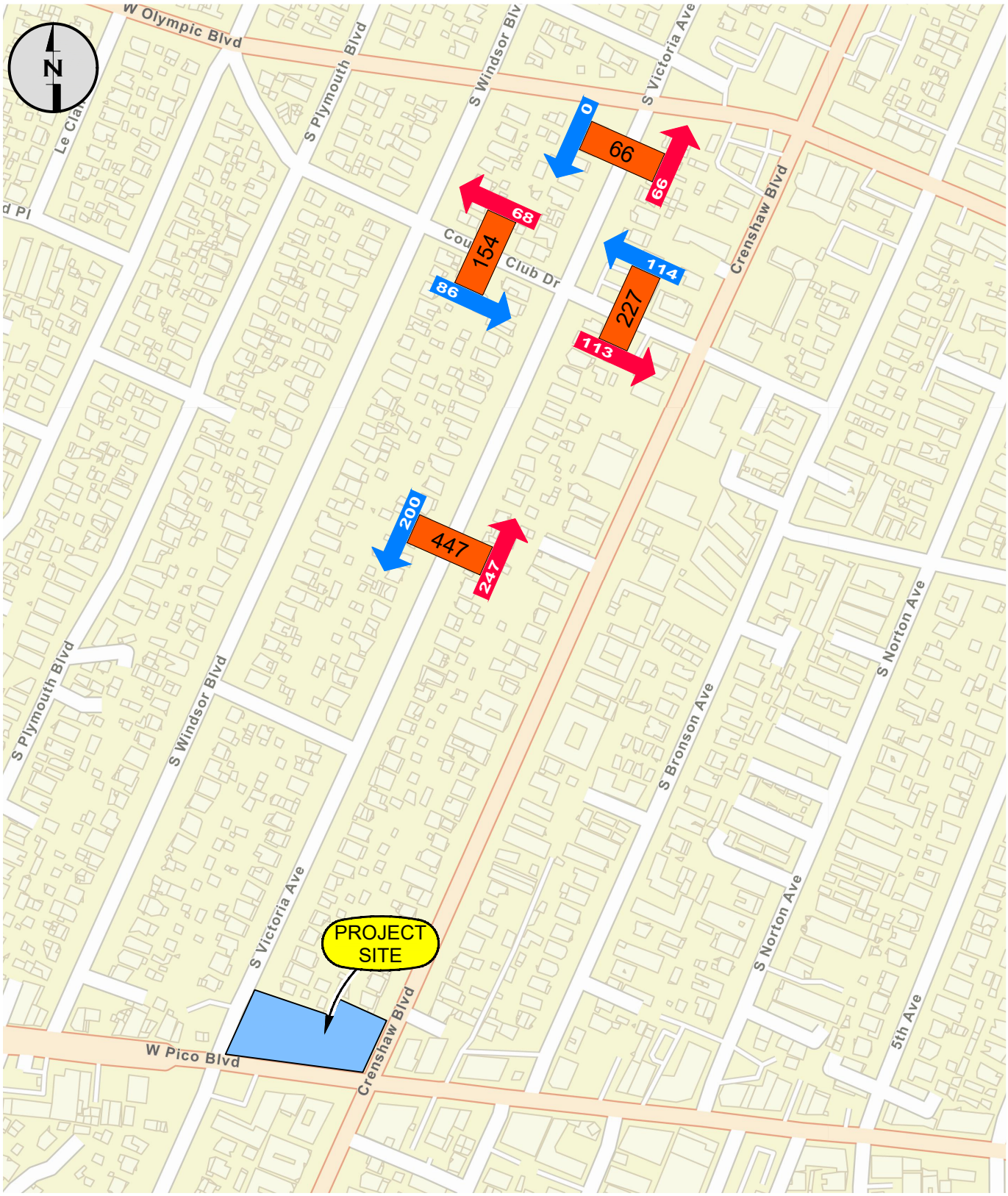


FIGURE 15

5/15/2025

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4201 PICO BOULEVARD MIXED-USE PROJECT
DAILY MID-BLOCK TRAFFIC VOLUMES
TOTAL PROJECT

Recent traffic counts performed for this study on both of the subject residential-serving streets (also provided in Appendix H of this report), indicate that Victoria Avenue north of the project site accommodates about 1,068 vehicles per day (total of both directions of travel), which is forecast to increase to about 1,100 vehicles per day by 2028 (prior to development of the proposed project), while Country Club Drive exhibits a two-way total of about 3,627 vehicles per day, projected to grow to about 3,737 vehicles per day by the future study year. As such, the proposed project itself could result in traffic increases of about 41 percent on the segment of Victoria Avenue between Pico Boulevard and Country Club Drive, while Country Club Drive could exhibit traffic increases associated with the project of between about 4.1 percent on the segment west of Victoria Avenue, and of about 6.1 percent along the segment between Victoria Avenue and Crenshaw Boulevard.

Although the project-related daily traffic increases along Victoria Avenue are rather substantial, even after the development of the proposed project and the addition of its trips, Victoria Avenue will exhibit total daily traffic of between about 1,500 and 1,600 vehicles per hour. These volumes are within the capacity of typical "local" streets, and as a result, the project is not anticipated to "overburden" Victoria Avenue or create any undesirable effects on its operations (except for the impacts at the intersection of Pico Boulevard and Victoria Avenue, as discussed previously). Additionally, the project-related traffic increases on Country Club Drive, which is classified as a "Collector" street, will be relatively minor compared to its forecast future volumes, and therefore, would not be expected to result in any undesirable effects. Further, the project's traffic will occur throughout the day, thereby minimizing its effects on these residential-serving streets. Specifically, as shown earlier in Figures 9(a) and 9(b), the project would add only about 24 total trips during the AM peak hour (or one new trip every 2.5 minutes), and only about 40 total trips during the PM peak hour (one new trip every 1.5 minutes), to Victoria Avenue to the north of the project site, and as such, would not be anticipated to result in any undesirable effects on its operations.

Pedestrian, Bicycle, and Transit Access Assessment

These evaluations are used to determine the proposed project's potential effects on pedestrian, bicycle, and/or public transit facilities in the immediate vicinity of the project site, including but not limited to the removal or degradation of existing sidewalks or crosswalks, bikeways and/or supporting infrastructure (bicycle racks, bikeshare stations, etc.), bus stops, benches, shelters, or other transit-related amenities, or other existing transportation system elements that support the City's sustainable mobility goals. Projects that are anticipated to increase pedestrian traffic (including to and from nearby public transit facilities) are also subject to these assessments.

The project will not result in any negative effects on the sidewalks or crosswalks in the vicinity. The existing sidewalk and parkway widths along each of the site's frontages will be maintained (as noted earlier in this report, Pico Boulevard, Crenshaw Boulevard, and Victoria Avenue are each dedicated and improved to the applicable City standards), and the signalized crosswalks at the site-adjacent intersection of Pico Boulevard and Crenshaw Boulevard will be unaffected by the development of the proposed project. Additionally, both Pico Boulevard and Crenshaw Boulevard in the study area, including adjacent to the project site, are within a designated "PED", which prioritizes the implementation of pedestrian safety enhancements along key arterial roadways in such districts, and the project's retention of the existing sidewalk widths along each of its frontages is consistent with the "PED" goals and objectives. Further, Pico Boulevard is part of the "HIN", which identifies measures to improve pedestrian safety, including restrictions on the number and location of driveways along such facilities. Since the project does not have any driveways along Pico Boulevard, it complies with the "HIN" objectives regarding pedestrian safety.

The proposed project is not anticipated to result in undesirable effects to the existing bicycle or public transit facilities within the project vicinity, or preclude the implementation of any bicycle or other transit-related plans, programs, or policies. Specifically, Crenshaw Boulevard is part of the City's "BLN", and is slated for the future installation of a "Tier 2" bicycle lane in both directions through the study area, including adjacent to the project site. While neither Pico Boulevard nor Victoria Avenue currently provide bicycle lanes, the project will not preclude the future installation of new bicycle facilities on either of these streets, and therefore, is consistent with all City policies related to providing a sustainable transportation infrastructure for bicyclists and pedestrians.

Lastly, the proposed project will not result in any detrimental effects to the public transit system. Crenshaw Boulevard through the study area, including adjacent to the project site, is part of the City's "TEN" (designated as a "Comprehensive Transit Enhanced Street"), although no bus stops are located along the project's frontage of this street. However, although Pico Boulevard is not a part of the "TEN" or other transit-related programs, bus stops and/or shelters are provided for the Metro 30 and Santa Monica Big Blue Bus Route 7/Rapid 7 lines along the project's frontage near Crenshaw Boulevard. The project will not affect these facilities or prevent the implementation of future transit-related improvements, and no impacts to public transit accessibility are expected.

Although the proposed project is not expected to affect any of the physical characteristics of the study area public transportation system, it is anticipated to result in increases in transit ridership on the existing bus lines serving the project site and surrounding vicinity. The calculations of the

project's potential daily pedestrian and transit ridership activity levels are shown in Table M-1 (with supporting information provided in Table M-2) in Appendix M. As identified in these tables, the estimates of the number of project-generated daily pedestrians and public transit riders were based generally on data provided in the ITE Trip Generation manual, but were supplemented by calculations based on the project's trip generation, shown previously in Table 1. As indicated in Table M-1, the project could result in a total of about 511 pedestrians and transit riders per day, including about 168 persons associated with its residential component, and about 343 persons related to its commercial uses. Note, however, that the ITE data does not provide a breakdown of the number of pedestrians versus transit riders. Therefore, for the purpose of these evaluations, it was conservatively assumed that, due to the limited number of other commercial businesses in the project vicinity (within walking distance), all of the people who are anticipated to walk or use public transit as identified using the ITE data (denoted as "baseline per ITE" in Table M-1) would utilize public transportation. Based on these assumptions, it is estimated that the project could result in an increase in public transit ridership of approximately 217 people per day, including about 168 project residents, and about 49 employees/customers of its commercial component.

While it is acknowledged that bus utilization within the project vicinity can be heavy, particularly during the peak weekday commute periods, these relatively nominal project-related increases in daily public transit ridership would likely be divided among the five bus lines (Metro Lines 30, 33, and 210, and Santa Monica Big Blue Bus Routes 7 and Rapid 7) that currently provide service both within and beyond the immediate project vicinity. Together, these existing bus lines provide a total of over 870 scheduled weekday stops adjacent to or within convenient walking distance of the project (total of all directions of travel), including about 54 project-serving stops during the AM peak hour (7:00 to 8:00 AM) and about 58 stops during the PM peak hour (5:00 to 6:00 PM). As a result, the potential project-related increases in ridership on any individual bus during these peak times are expected to be minimal, and would not overburden the current bus service in the study area, and no adverse effects on the area public transit operations are anticipated.

In addition to the area residents who will walk to patronize the project's commercial components, these potential increases in public transit ridership will also generate new "pedestrian" activity, as transit riders walk between the project site and the various transit stops in the vicinity. However, the pedestrian pathways between the project site and the area-serving public transit stops exhibit acceptable (standard) sidewalk widths, and signalized crosswalks are provided at key locations that would be used by project-related transit riders. Therefore, although the proposed project is expected to increase pedestrian activity levels in the vicinity, no adverse effects are expected.

Project Freeway Ramp Impact Evaluations

In addition to the evaluations detailed in the preceding sections of this report, the TAG requires an assessment of the proposed project's potential effects on any freeway access ramps in the general project vicinity that may accommodate project traffic. As described earlier in this report, regional access to the project site is most directly provided via the Santa Monica (I-10) Freeway, which provides both on- and off-ramps at Crenshaw Boulevard, and it is anticipated that some of the project's residential component trips would utilize this freeway to travel to and from the site. No substantial freeway traffic is expected from the project's supermarket or retail uses, which are local-serving businesses. Specifically, the TAG identifies that any freeway off-ramp that could be expected to exhibit a project-related increase of 25 or more trips during either of the peak hours must be included in such evaluations. Based on the general geographic trip distributions and assignment percentages for the project's residential component discussed earlier in this report, the freeway access ramp percentages were identified, and are shown in Figure N-1 in Appendix N.

Using these trip assignment percentages, the number of project-related residential trips utilizing each of the selected freeway ramps was calculated, with the results provided in Figure N-1(a) for the AM peak hour, and Figure N-1(b) for the PM peak hour. These figures show that the number of project-related trips using the I-10 Freeway off-ramps at Crenshaw Boulevard will be nominal, with only two (2) trips added to the off-ramps for both directions of travel on the I-10 Freeway during the AM peak hour, and only three (3) trips added (also to the off-ramps in both directions of the I-10 Freeway) during the PM peak hour. Therefore, no significant impacts to any of the freeway ramps serving the study area are anticipated, and no further analyses are required.

Project Construction Impact Evaluations

In addition to the "operational" impacts of the proposed project described earlier in this report, the TAG also requires an analysis of the potential effects of project's construction-related activities on the various elements of the transportation network serving the general project vicinity.

The proposed project's construction activities are anticipated to consist of four general phases occurring over an approximately 18-month total timeline. Phase 1 will include site excavation and preparation, while Phase 2 will construct the project's subterranean garage and foundations, with Phase 3 consisting of the general framing of the project buildings and/or other structures, and Phase 4 completing the project with all building and site finish work, including landscaping. The evaluations of the project's construction activities are described in the following sections.

Haul Route

All site demolition and other excavation-related materials will be exported to a destination to be determined at a later date (prior to initiation of any construction activities for the proposed project). However, subject to its approval by all appropriate jurisdictions and/or agencies, in general, the demolition/excavation truck haul route is expected to travel between the project vicinity and the selected export location via the I-10 Freeway (although the use of other freeways in the region is also anticipated, depending on the export site location), while within the immediate study area, the haul route will travel exclusively on Crenshaw Boulevard, accessing the I-10 Freeway via the existing on/off-ramps at Crenshaw Boulevard about one mile to the south of the project site.

Construction-related vehicular access to the project site itself is expected to occur from each of its frontages, including Pico Boulevard, Crenshaw Boulevard, and Victoria Avenue, depending on the construction activity involved. Note that Crenshaw Boulevard along the entire length of the proposed haul route (between the project site and the I-10 Freeway ramps) is designated as a "Modified Avenue I (Secondary Highway)" facility, and therefore, is considered appropriate for haul truck operations. The "local access" portion of the proposed haul route is shown in Figure 16.

Staging Areas and Construction Worker Parking

"Staging areas" are locations where large hauling or other construction-related vehicles await their use at the subject site. Typically, vehicles waiting at "remote" staging locations (away from the project site) are contacted by radio or phone and directed to travel to the site when needed. Staging areas for the proposed project's materials hauling and other large construction vehicles have not yet been identified, although all staging areas, as well as the haul route itself, are subject to approval by the City and/or other applicable jurisdictions or agencies. The staging and storage of all construction-related equipment (excavators, forklifts, loaders, etc.) and materials will occur on the project site (including areas designated for such uses resulting from temporary closures of the site-adjacent sidewalks and/or on-street parking lanes, as described later in this report).

Additionally, until such time as the proposed project's subterranean garage is completed, which will allow for on-site construction vehicle parking (anticipated at the end of Phase 2), the project's construction workers will park their vehicles in designated off-site areas secured for this purpose and then walk or be transported in shuttle buses/vans to and from the project site. As with the haul route and haul vehicle staging areas, the construction worker "remote" parking location(s) must be reviewed and approved by the City prior to the start of any construction activities.

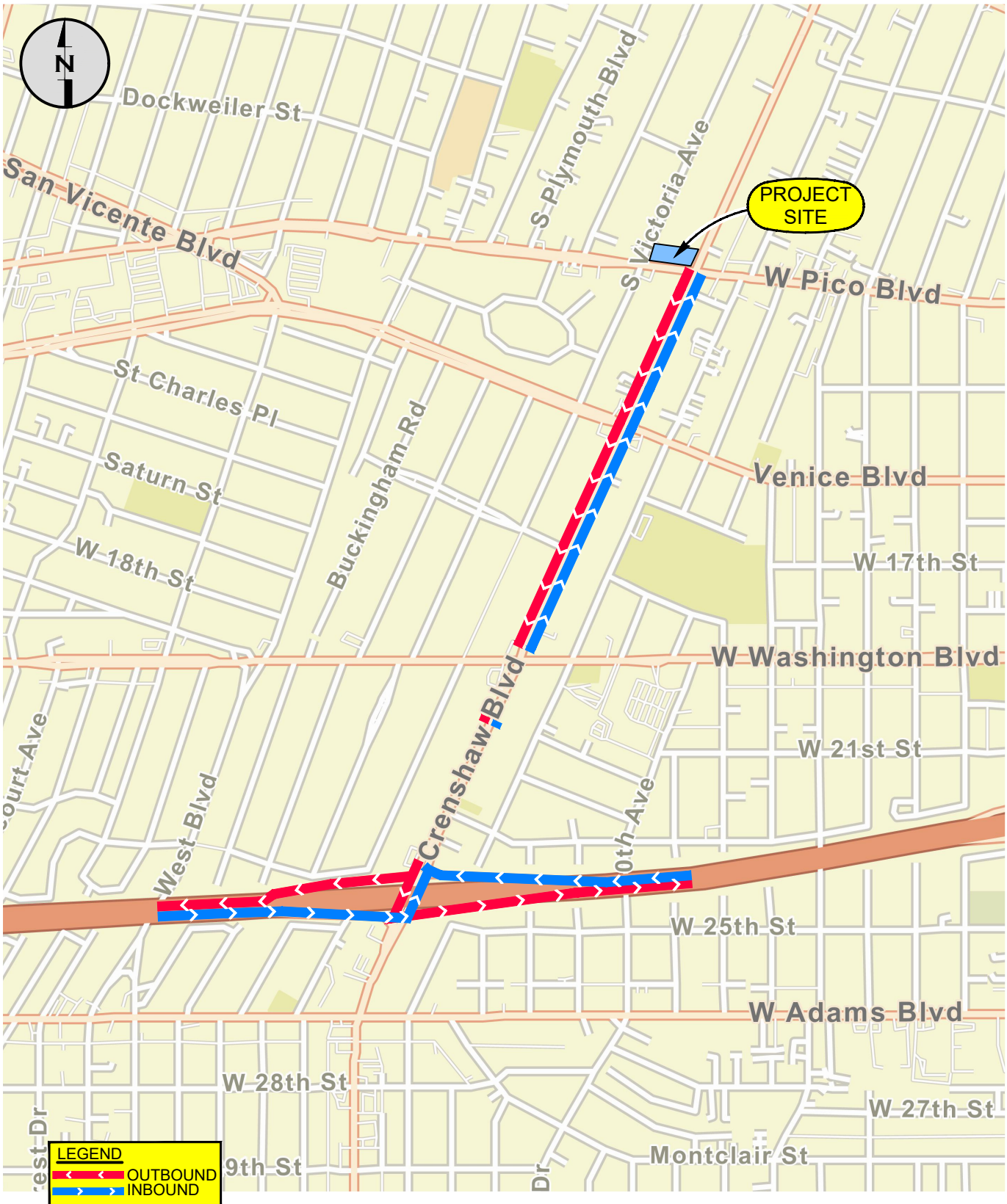


FIGURE 16

7/1/2025

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROPOSED PROJECT CONSTRUCTION HAUL ROUTE
(LOCAL AREA ONLY)

Construction Activity Timelines and Traffic Generation Estimates

As noted earlier, the construction operations will exhibit four phases: site excavation/preparation, subterranean garage and foundation construction; building framing; and building/site finish work. In general, the evaluation of the project's temporary construction-related activities assumed that all truck-related activity, including hauling of demolition/excavation materials and/or transporting of project-related construction materials, would occur six (6) days per week (excluding Sundays), between the hours of 7:00 AM to 5:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, although the actual building construction activities (not involving materials hauling or transport) could occur from 7:00 AM to 9:00 PM on weekdays, and from 8:00 AM to 6:00 PM on Saturdays. However, additional assumptions specific to each of the various construction phases, such as its duration, the amount of haul material and number of trucks involved, number of workers, and anticipated typical daily activity levels were also used, as described in the following pages.

Phase 1 - Excavation and Site Preparation

The excavation and site preparation phase will involve several operations, including the removal of all existing development on the project site (buildings, paving, landscaping, fencing, etc.), and preparing the site for construction of the project itself, including excavation and other earthwork. This first phase of construction is expected to exhibit an approximately four-month total timeline.

As described previously, the project site is currently occupied by several commercial buildings and a paved surface parking lot, all of which will be removed during this project construction phase. It is estimated that a total of about 25 cubic yards of debris will be generated by the demolition of the existing site development, which, including its removal, is expected to take about four weeks. Additionally, the site preparation activities are anticipated to entail the excavation and removal of a total of about 14,000 cubic yards of soil/earth material over an approximately 12-week period. All of the export operations will utilize typical 10 cubic yard capacity dump trucks, resulting in a total of about three truckloads of "demolition" debris, and about 1,400 truckloads for the removal of the excavated material, with a maximum of about 24 haul loads per day for the latter activity.

However, each haul load will include one empty "inbound" trip and one loaded "outbound" trip, or a maximum of about 48 total (one-way) haul truck trips per day during the soil export activities. Additionally, *Circular Number 212* [3], published by the TRB (as with the *Highway Capacity Manual* referenced earlier), notes that, for the purposes of evaluating the effects of large or heavy vehicles

[3] Interim Materials on Highway Capacity, *Circular Number 212*, Transportation Research Board, Washington, D.C., 1980.

on the operations of streets and intersections, a passenger car equivalency ("pce") factor should be applied to the "raw" number of trips generated by such vehicles. This factor is used to account for the greater length, larger turning radii, and generally reduced acceleration characteristics of large trucks compared to typical automobiles. For this study, a pce factor of 2.0 was assumed, equating to a maximum of about 96 total pce haul truck trips per day (48 inbound, 48 outbound), or a total of about 10 pce trips per hour (five inbound, five outbound) on weekdays assuming a 10-hour haul period (7:00 AM to 5:00 PM), or about 12 total pce trips (six inbound, six outbound) on Saturdays assuming a nine-hour haul period (8:00 AM to 5:00 PM), on the peak haul days.

A maximum of about 20 construction workers, including equipment operators, flag persons, and other miscellaneous workers, are expected to be at the project site at any time during this phase. However, as noted earlier, all workers will be required to park at designated off-site locations to minimize the project's construction-related traffic at and near the project site. Assuming that the construction workers will be transported between the off-site parking locations and the project site using typical eight-passenger vans or 15-passenger shuttle buses, this operation could result in between four and six (one-way) vehicle trips to and from the project site at both the beginning and end of each workday (weekday or Saturday) during this phase of the project's construction.

The equipment used for the site preparation activities is expected to consist of typical demolition and excavation-related vehicles, including excavators, backhoes and loaders, compactors, and other similar vehicles, although additional temporary-use equipment may occasionally be needed. The transportation of this equipment to or from the project site will result in only minimal traffic, as it will not all be delivered or removed at the same time, and is likely to be moved only at the start and end of this construction phase. The delivery of this equipment to and its removal from the project site is not expected to result in any substantial site-related traffic, as these operations will occur only sporadically and intermittently throughout this part of the project's construction.

Phase 2 - Subterranean Garage and Foundation Construction

This phase includes construction of the project's subterranean garage and building foundations, and is expected to occur over an approximately three-month period. This portion of the project's construction is not anticipated to exhibit a substantial number of haul trips, as trucking activities during this phase will generally involve only a few trucks delivering construction-related materials to the site at any given time, depending on the construction schedule. The most intense activity will occur during the placement of concrete used for the subterranean garage and foundations, which is estimated to require a total of about 10,000 cubic yards of concrete. The concrete will

be delivered to the project site using typical 10 cubic yard concrete mixer trucks, thus requiring about 1,000 total truckloads over the duration of these operations. While activity levels will vary throughout this phase (concrete pours will not occur every day), the maximum concrete pours are expected to involve up to about 400 cubic yards (about 40 truckloads) of concrete per day, and result in approximately 80 total daily concrete mixer truck trips (40 inbound, 40 outbound) on those days when peak concrete pouring operations are scheduled. Note that it is possible that several concrete pours exceeding the otherwise anticipated maximum daily pouring activity may be necessary during this phase, although such large pours would likely occur infrequently, and require special permitting to allow for extended work hours, weekend operations, or both.

The construction of large concrete structures such as the subterranean garage and foundations typically involves the placement of concrete in continuous, uninterrupted pours in order to ensure its structural properties. Additionally, the concrete mixer trucks must off-load the concrete within a limited period of time (from when it is initially mixed) so that it does not begin to "set up" or otherwise become unusable, and as such, it is expected that the concrete trucks will arrive at the site evenly spaced/timed throughout the pouring operations on days when such activity occurs. Therefore, the maximum concrete pouring operations (up to 400 cubic yards) could exhibit an average of about four truckloads per hour throughout the day on both weekdays and Saturdays, or a total of up to about eight concrete mixer truck trips (four inbound, four outbound) per hour. Assuming each concrete mixer truck exhibits a pce factor of 2.0, this peak concrete pour activity could result in an average of about 16 total pce trips (eight inbound, eight outbound) per hour.

The on-site equipment used for the subterranean garage and foundation construction activities during this phase is expected to consist of typical concrete pouring-related vehicles, including, concrete boom pump trucks, cranes, material/personnel hoists, and other equipment necessary for the construction of concrete structures. However, the delivery of this equipment to and/or its removal from the project site is not expected to result in any substantial site-related traffic, since these operations will occur only occasionally throughout this project construction phase.

This phase is expected to exhibit a maximum of about 40 on-site workers at any time, including equipment operators, flag persons, and other miscellaneous personnel. As described previously for Phase 1, all workers will be required to park their vehicles at approved off-site locations and then walk or be transported to and from the project site. Again assuming the use of shuttle buses or vans for this procedure, this activity would result in about three shuttle bus trips or five van trips between the remote parking areas and the project site at the start and end of each workday.

Phase 3 - Building Framing and Construction

This construction phase involves the framing and rough construction of the above-grade portions of the project over an approximately six-month timeline. As with the prior subterranean garage and foundation construction phase, the building framing/construction phase activity is not expected to exhibit a substantial number of large trucks, with any such potential operations generally involving only a few trucks delivering construction-related materials to the site at any particular time.

Much of the equipment used during the building framing/construction operations will remain at the project site following the completion of the preceding garage/foundation construction phase, and as a result, only limited and occasional deliveries of additional equipment are anticipated. Further, the delivery of the construction-related materials to the site will occur at various times throughout this phase. While the number of materials deliveries cannot be quantified at this time, it is expected that these operations would not result in more than one or two truckloads per day. However, some of the construction deliveries are expected to require the use of semi-trailer trucks, and as such, in order to provide a conservative estimate of the potential impacts of such activities, a pce factor of 3.0 was assumed for all materials delivery vehicles. Therefore, this activity could result in a maximum of about six pce truck trips (three inbound, three outbound) per day, although these deliveries are not anticipated to be evenly distributed throughout the workday, and would generally occur during only a couple of hours on those days when materials deliveries occur.

It is estimated that a maximum of up to about 80 workers would be at the site at any time during the project's above-grade building framing and construction activities. However, while all workers for the previous construction phases were required to park their vehicles off-site, the completion of the project's subterranean parking garage (B-1 level) during the Phase 2 construction activities (which will provide a total of about 103 parking spaces in its final configuration) will allow workers to park at the site, although the City may determine that the off-site worker parking requirement should remain in effect to help reduce construction-related traffic traveling to and from the site.

Should on-site parking be allowed, up to about 80 "inbound' worker-related trips could occur at the start of each workday, with about 80 "outbound" worker trips occurring at the end of the day during this phase (assuming a "worst case" worker vehicle occupancy of one person per vehicle), while requiring workers to park off-site would reduce this activity to between about six (shuttle bus) and 10 (van) trips traveling to the site during the morning and from the site at the end of the day. These worker trips would account for most of the construction-related traffic during this phase.

Phase 4 - Building and Site Finish

This construction phase will begin following the completion of the exterior of the project building, and will include the installation of doors, windows, and all other interior fixtures, along with the landscaping and hardscape components of the site, during its approximately eight-month timeline.

This phase of construction is not anticipated to exhibit a substantial number of truck-related trips, with such activity generally limited to the delivery of the interior and exterior building "finish" and landscape/hardscape-related materials. While an exact number cannot be identified at this time, it is estimated that up to about 100 deliveries could occur throughout the duration of this phase, with this potential peak level of activity resulting in about one or two deliveries on any given day. Similar to the preceding building exterior construction phase, it is anticipated that at least some of these materials deliveries will require the use of semi-trailer trucks, and therefore, a pce factor of 3.0 was again assumed for these vehicles, resulting in up to about six pce truckloads per day. Since these deliveries would likely occur only once or twice during any particular day, this activity would result in a maximum of only about 12 pce truck trips (six inbound, six outbound) per day.

The equipment utilized during this phase is anticipated to be limited to material/personnel hoists, forklifts, and other similar vehicles. Some of this equipment will likely be retained on-site from the previous construction phases, while the delivery of any additional equipment to the project site is expected to occur only occasionally and intermittently throughout the duration of this phase. As a result, this phase of the proposed project's construction will generate only a nominal number of equipment delivery-related truck trips during any individual hour of any particular workday.

The building and site "finish" work phase is expected to exhibit a maximum of about 80 workers at the project site at any time. However, the project's subterranean parking garage, along with both the ground floor and above-grade (P-2) parking levels will be completed prior to the start of this final construction phase. As described earlier in this report, in total, these parking areas will provide about 169 parking spaces, and as a result, all worker parking during this phase could be accommodated on-site, although as discussed earlier for the Phase 3 operations, it is possible that the City would continue to require that all workers use off-site parking. Again similar to Phase 3, if on-site parking is allowed, a total of about 160 worker-related trips (80 inbound, 80 outbound) could occur throughout each workday during this phase, although if workers are required to use off-site parking, this number would be reduced to between about six (shuttle bus) and 10 (van) one-way trips to or from the project site during the morning and evening periods, respectively.

Project Construction-Related Effects on Access, Transit, and Parking

Based on the various project construction-related operations described in the preceding section, the potential effects of these activities on the study area transportation facilities were evaluated. The anticipated effects of the project's construction activities on vehicular access and circulation, pedestrian and bicycle facilities, public transit facilities and operations, and on-street parking in the immediate project vicinity are described in the following pages.

Local and Site Vehicular Access and Circulation

In general, the amount of traffic generated by each of the project's various construction phases, including that related to haul trucks, concrete trucks, and equipment/materials delivery vehicles, is not expected to result in any extended detrimental or undesirable effects on the operations of the streets or intersections in the study area. However, occasional short-term traffic congestion could occur at locations immediately adjacent to the project during some construction activities, such as when large trucks arrive at or depart from the site, or during large-scale concrete pours.

Although the proposed project's construction-related traffic itself is not expected to result in any long-duration adverse traffic circulation effects on the intersections or streets in the study area, its construction operations will affect each of the streets fronting the project site. Specifically, the project's construction activities may include the temporary closure of the parking lanes along Pico Boulevard and/or Victoria Avenue adjacent to the site throughout the approximately 18-month duration of the project's construction activities, although no closures of any of the travel lanes on any of the site-fronting roadways (including Crenshaw Boulevard) are proposed or anticipated. The areas included in these proposed lane closures may be used for the delivery and/or storage of project-related construction equipment and materials, although as discussed later in this report, it is expected that the closed parking lanes will be used as pedestrian circulation areas due to the anticipated closures of the site-adjacent sidewalks. However, the closures of the parking lanes along the project's Pico Boulevard and Victoria Avenue frontages are not expected to result in a reduction in the overall traffic-carrying capacity of those or other facilities within the study area.

On-Street Parking

The proposed construction-related closures of the on-street parking lane along the project site's Pico Boulevard and/or Victoria Avenue frontages will also require the temporarily removal of a total of nine metered parking spaces, including five spaces on Pico Boulevard, and four spaces on Victoria Avenue, each of which allow two-hour (8:00 AM to 6:00 PM, except Sunday) parking.

Since the existing uses on the project site are currently vacant, it is reasonable to assume that these spaces are currently used primarily by employees and/or customers of the existing retail and commercial businesses in the immediate project vicinity. However, metered on-street parking is provided on both sides of Pico Boulevard throughout the study area, while Crenshaw Boulevard is typically configured with unmetered on-street parking both north and south of Pico Boulevard. Additionally, both metered and unmetered on-street parking spaces are available along many of the local streets in the general area. Therefore, the potential effects of the short-term removal of the site-fronting parking spaces on the overall public parking supply in the study area throughout the project's construction activities are expected to be minimal. Nonetheless, the removal of the site-adjacent metered spaces, which are expected to again be available for public use following the completion of the proposed project, will result in a temporary loss of parking meter revenue during the construction period, and the project will be required to reimburse the City accordingly.

Pedestrian and Bicycle Facilities

In addition to the closures of the on-street parking areas along both the site frontages of both Pico Boulevard and Victoria Avenue, the project's construction activities would also include the temporary closures of the sidewalks on Pico Boulevard, Victoria Avenue, and Crenshaw Boulevard adjacent to the site for pedestrian safety purposes throughout the construction period. However, in order to avoid moving the pedestrian traffic currently utilizing these sidewalks into the street, or requiring that pedestrians use the existing sidewalks on the opposite sides of these streets, the project will install ADA-approved protected pedestrian facilities, such as covered walkways, within the closed parking lanes along Pico Boulevard and Victoria Avenue, with similar facilities will also implemented along the project's Crenshaw Boulevard frontage, which already exhibits a permanently closed roadway area directly adjacent to the sidewalk. Therefore, the effects of the project's construction activities on pedestrian circulation along Pico Boulevard, Victoria Avenue, and Crenshaw Boulevard adjacent to the project site are expected to be minimal.

Further, there are currently no dedicated bicycle facilities along any of the site-fronting streets, although as described previously in this report, Crenshaw Boulevard is part of the City's "BLN", under which it is programmed for the future installation of a "Tier 2" striped on-street bicycle lane in both directions throughout the study area, including adjacent to the project site. However, the project's construction operations will be temporary, and will not preclude the future installation of this bicycle lane. Therefore, no undesirable construction-related effects on any of the existing or programmed future bicycle facilities or operations in the immediate project vicinity are expected.

Public Transit Facilities and Operations

As described earlier, the project's construction operations include the temporary closures of the sidewalks along the site's Pico Boulevard, Victoria Avenue, and Crenshaw Boulevard frontages, although these closures are not expected to result in any detrimental effects on pedestrian activity in the study area. However, as also discussed previously, the project site is currently served by several bus transit routes, including Metro Line 30, and Santa Monica Big Blue Bus Route 7 and Rapid 7 lines, each of which exhibits a stop along Pico Boulevard adjacent to the project site (there are no existing bus stops along the Victoria Avenue or Crenshaw Boulevard site frontages). Therefore, while pedestrian circulation along Pico Boulevard adjacent to the site will be maintained through the installation of covered pedestrian walkways within the temporarily closed parking lane along this segment of the street, pedestrian access to the existing bus stops will be disrupted. As such, it is recommended that the bus stops be temporarily moved to the northwest corner of the intersection of Pico Boulevard and Victoria Avenue, about 400 feet west of their current location. With the implementation of this temporary bus stop relocation, no long-term undesirable effects on access to public transit resulting from the project's construction-related activities are anticipated.

Project Construction Management Plan

Although the proposed project's construction-related traffic and operations are not anticipated to result in any substantial detrimental or undesirable effects on vehicular circulation or access, pedestrian or bicycle activity, public transit facilities or operations, or on-street public parking in the immediate project vicinity, a detailed Construction Traffic Management Plan ("CTMP") and associated Worksite Traffic Control Plan ("WTCP") may be required for submittal to the City for review and approval prior to the start of any construction-related activity. The CTMP will discuss the specifics of the project's construction operations, including the overall construction schedule and individual construction phases, proposed work days and hours of construction, haul route, vehicle staging areas, street and sidewalk closures, location(s) of off-site worker parking lots, and other construction-related issues, and will formalize how the project construction operations will occur, as well as identify any actions or plans/programs that may be required to minimize the effects of the construction activities on the surrounding community. The WTCP will identify the details related to the implementation of the proposed lane and sidewalk closures, including the location and content of signage, the placement of traffic cones and/or traffic control devices, and other information regarding the management of vehicular, pedestrian, and bicycle activity in the immediate project vicinity throughout the duration of the proposed project's construction.

MEASURES TO ADDRESS UNDESIRABLE CONDITIONS

As detailed in the preceding analyses, the proposed project is generally not expected to result in undesirable effects to any of the study intersections, except at the unsignalized intersection of Pico Boulevard and Victoria Avenue, which could exhibit substantial increases in vehicle queuing and delays on its southbound approach with the addition of the project's traffic. The TAG identifies a number of recommended actions to address such conditions, including:

- TDM strategies to reduce project traffic
- Installation of a traffic signal, stop signs, or electronic warning devices at project driveways
- Redesign and/or relocation of project access points
- Redesign of the internal access and circulation system
- Installation of stop signs and pavement markings internal to the site
- Restrict or prohibit turns at site access points
- Repurpose existing curb space to better accommodate passenger loading
- New traffic signal installation or modification of existing traffic signals
- Intersection reconfiguration that reduces gridlock and unsafe conflict points
- Provide continuous paved sidewalks to nearby transit facilities
- Fair share contributions to planned LADOT capital projects that address these issues

Note that several of the above measures are not applicable to either the project itself, or to the specific undesirable conditions at the subject intersection. As described earlier in this report, due to the configuration and location of the project site, relocation of its "primary" driveway from Victoria Avenue to either Pico Boulevard or Crenshaw Boulevard would be contrary to LADOT's direction to avoid locating driveways along roadways designated as "Avenues" or "Boulevards". Additionally, the driveway is located as far from its intersection with Pico Boulevard as possible. The project will also maintain the existing sidewalks along each of its street frontages in order to provide safe circulation and access for pedestrians and bicyclists to nearby public transit stops.

Further, while access restrictions could be implemented at the project's Victoria Avenue driveway, such as prohibiting left-turn exits, this measure would result in additional project traffic traveling along Victoria Avenue through the residential neighborhood north of the site, potentially creating unintended secondary effects for local residents. Signalizing the driveway is not recommended,

as it could result in substantial internal vehicular queuing and congestion in the project's garage (and the driveway is too close to Pico Boulevard and could result in northbound vehicle queuing from such a signal that could extend into the intersection of Pico Boulevard and Victoria Avenue), while the provision of pavement markings internal to the garage would not address the issue of the extended vehicular queuing along southbound Victoria Avenue at Pico Boulevard. Finally, there are no known LADOT capital improvement projects either at the subject intersection itself or in the general project vicinity that would address the undesirable conditions at this location.

However, the remaining measures identified by LADOT, such as implementing TDM strategies to reduce project trips, reconfiguring the subject intersection, and installing a new traffic signal, are each considered to be feasible, and are evaluated in the following sections.

TDM Trip-Reduction Strategies

LADOT's preferred approach to addressing potential undesirable effects from new developments is to reduce the number of trips generated by such projects. As described earlier in this report, the project already incorporates several of the TDM strategies identified in the TAG, including reduced vehicular parking (compared to typical LAMC requirements), as well as the provision of LAMC-required on-site bicycle parking. Additionally, the project is served by several bus lines, including stops at the site itself, and it is anticipated that project residents, employees, and visitors would utilize these convenient services. Finally, the project includes local-serving businesses that encourage pedestrian patronage by area residents, further reducing its trip generation levels.

While no other specific TDM measures were assumed for the purposes of either the project's VMT or site access/local circulation analyses detailed earlier in this report, the project will comply with all applicable requirements of the City's TDM Ordinance (in effect at the time of project approval, or as otherwise appropriate). These additional TDM strategies may include:

- on-site assistance to project residents and employees in identifying convenient public transit travel options and/or the formation of carpools or other ride-share programs,
- unbundling of parking for project residents,
- public transit education programs for project residents, employees, and customers/visitors via "passive" marketing and promotional tools such as information kiosks, posters, website, and/or other on-site displays containing route maps, schedules, and contact information for each of the transportation alternatives serving the project site and/or general vicinity,
- parking cash-out for project employees, transit pass subsidies for residents and employees, and/or incorporating high-speed internet service for residents to promote telecommuting.

However, as identified previously in Table 1, the measures already incorporated into the project result in overall reductions of about 27 percent compared to its "baseline" daily traffic levels, with total reductions of about 16 percent during the AM peak hour, and about 35 percent during the PM peak hour, and the effects of these trip reductions are reflected in the intersection analyses summarized earlier in Table 4. While the inclusion of some or all of the additional TDM strategies included in the TAG could potentially further reduce the project's traffic by up to about 10 percent, it is unlikely that such trip reductions would be sufficient to fully address the undesirable queuing and delays identified at the intersection of Pico Boulevard and Victoria Avenue, which is forecast to exhibit undesirable (LOS E or F) conditions even without the addition of the project's traffic.

Therefore, in addition to these assumed and potential additional TDM strategies, other measures were investigated to determine their effectiveness in resolving the undesirable conditions at the unsignalized intersection of Pico Boulevard and Victoria Avenue. Because trip reductions alone are not expected to be adequate, these other measures consist of physical modifications to the intersection itself, including restriping the southbound approach of Victoria Avenue to provide an exclusive left-turn lane, restricting traffic on southbound Victoria Avenue to right-turn only moves at Pico Boulevard, and installing a traffic signal at this intersection. These measures are described in the following sections, and the results of the analysis of their effectiveness in addressing the subject undesirable conditions are provided in Appendix O, and are summarized in Table 5.

Roadway/Intersection Operations Modifications

Add Southbound Left-turn Lane to Victoria Avenue at Pico Boulevard

As described in detail previously in this report, the primary cause of the long vehicle delays at this intersection are the result of southbound vehicles attempting to turn left onto Pico Boulevard across and into generally high traffic volumes, particularly during the AM and PM peak hours. Since Victoria Avenue currently provides only one lane in each direction, the delays incurred by this left-turning traffic affect all of the vehicles using this approach, resulting in substantial queues. Therefore, the effectiveness of restriping this approach to provide a new exclusive left-turn lane, in addition to a shared through/right-turn lane, was investigated as a possible means of removing the left-turn vehicle delays from the overall southbound Victoria Avenue approach delays.

The effectiveness of the potential measure was evaluated using the same future (year 2028) "With Project" traffic volumes shown previously in Figures 13(a) and 13(b) and were used for the intersection operations analyses summarized in Table 4. The analysis also assumed no change

Table 5
Highway Capacity Manual ("HCM") Delay-Based" Intersection Operations Analysis
Effectiveness of Potential Measures to Address Undesirable Conditions
(Intersection of Pico Boulevard and Victoria Avenue)

			Future (2028)				
			Without Project		With Potential Measures		
Int. No.	Scenario	Peak Hour	Delay	LOS	Delay	LOS	Change
5	With Proposed Project [1]	AM	37.5	E	143.1	F	105.6
		PM	53.5	F	105.0	F	51.5
	With New SB Left-Turn Lane [1]	AM			101.5	F	64.0
		PM			78.8	F	25.3
	With SB RTO Restriction [1]	AM			30.1	D	-7.4
		PM			68.7	F	15.2
	With New Traffic Signal	AM			6.0	A	-31.5
		PM			6.5	A	-47.0

Notes:

[1] Unsignalized Two-way Intersection. "Delay" and LOS reflect conditions for most constrained "minor street" approach move.

in the configurations or operations of any of the approaches to the intersection, except for the addition of the proposed southbound left-turn lane. The results of these analyses indicate that, while a southbound left-turn lane would slightly shorten the vehicle queues on that approach to about 87 feet during the AM peak hour and about 90 feet during the PM peak hour, compared to about 131 feet and 123 feet during the AM and PM peak hours, respectively, without this lane. However, while this measure would be effective in shortening the vehicle queues sufficiently to both “clear” the project driveway and allow for some accommodation in the on-street queues for vehicles exiting the project driveway onto southbound Victoria Avenue, the analyses also show that it would not reduce the overall delay values on the southbound approach to acceptable levels.

Additionally, the implementation of this measure would require that the on-street metered parking along the project’s Victoria Avenue frontage would need to be permanently removed in order to provide the new left-turn lane, which based on the forecast future intersection approach volumes would need to provide a minimum of approximately 100 feet of vehicle storage length. As such, this potential measure would result in secondary undesirable effects on the public parking supply in the project vicinity. Further, LADOT typically discourages “restriping only” improvements that

would provide little or no actual increases in the capacity of the subject roadway or intersection. Therefore, due both to its lack of effectiveness as well as its potential to create secondary impacts, the installation of a new dedicated southbound left-turn lane on Victoria Avenue was dismissed.

Restrict Southbound Victoria Avenue to Right-Turn Only at Pico Boulevard

Similar to the preceding proposal, this potential measure would modify the southbound approach of Victoria Avenue to restrict it to right-turn only moves, and require all vehicles to turn right onto westbound Pico Boulevard. As with the left-turn lane proposal discussed earlier, the evaluation of this measure used the same future traffic volumes as the analysis of the "With Project" scenario.

The evaluations of this possible intersection modification measure show that it would reduce the overall lengths of the southbound vehicular queues along Victoria Avenue at its intersection with Pico Boulevard, to only one vehicle during both peak hours, with queue lengths of about 21 feet during the AM peak hour, and about 16 feet during the PM peak hour. As a result, this measure would effectively "clear" the project driveway and allow left-turning vehicles exiting the driveway to do so relatively unimpeded. It would also improve the operations of the southbound approach to LOS C during the AM peak hour and LOS B during the PM peak hour (although Table 5 shows the intersection operations at LOS D and LOS F during the AM and PM peak hours, respectively, those conditions are associated with the most constrained intersection approach, pursuant to the standard analysis procedures, which as identified in Appendix O, is the northbound approach).

However, this potential measure would require that all vehicles that currently (or are forecast to) turn left from southbound Victoria Avenue in order to travel eastbound along Pico Boulevard or southbound on Crenshaw Boulevard would turn right onto westbound Pico Boulevard, and then either make a U-turn at the next signalized intersection at Pico Boulevard and West Boulevard about three-tenths of a mile to the west of Victoria Avenue, or turn left onto West Boulevard to access eastbound 16th Place, and then turn left again onto northbound La Fayette Road in order to reach Venice Boulevard, where they would then turn right to reorient their travel route back to its originally-intended destination (Pico Boulevard is not accessible from West Boulevard). As such, this measure would increase both the travel distance and time experienced by drivers that wish to access eastbound Pico Boulevard (including those that live on Victoria Avenue), but could also result in undesirable secondary effects to residents along the subject segments of West Boulevard, 16th Place, and La Fayette Road through the addition of new traffic in these residential areas, although such potential traffic additions are expected to be relatively low. Specifically, as shown

earlier in Figures 13(a) and 13(b), the future left-turn volumes on southbound Victoria Avenue (including the traffic from the proposed project) are estimated to be about 42 vehicles per hour during the AM peak hour and about 48 vehicles per hour during the PM peak hour, all of which could be diverted onto the subject alternative route and potentially affect the operations of the signalized intersection of Venice Boulevard and La Fayette Road. Additionally, new U-turns at the intersection of Pico Boulevard and West Boulevard would likely result in additional delays for westbound left-turning traffic at that intersection, as U-turns require more time to complete than typical left-turns, since they must merge into the oncoming traffic flows. Nonetheless, despite these potential drawbacks, the conversion of the southbound approach of Victoria Avenue at Pico Boulevard to right-turn only operations is considered to be an effective measure to address the forecast undesirable vehicle queuing and delay conditions identified at the intersection.

Install New Traffic Signal at Pico Boulevard and Victoria Avenue

This measure would install a new traffic signal at the affected intersection, but otherwise retain the current configuration and roadway striping. A review of this location indicates that it would meet several of the "warrants" (conditions) typically required for the installation of a new traffic signal (although only one warrant needs to be met); the signal warrants are also provided in Appendix O. However, while the analysis of the effectiveness of this potential measure indicates that it would improve overall intersection operations to LOS A during both peak hours, it would be ineffective in reducing southbound queuing, with queues lengths of about 121 feet during the AM peak hour, or about 10 feet shorter than without the signal, and about 138 feet during the PM peak hour, which reflects an increase of 15 feet compared to the "without signal" conditions, and as a result, would not "clear" the project driveway. Additionally, this new signal would be only about 400 feet from the existing traffic signal at the intersection of Pico Boulevard and Crenshaw Boulevard, which could present difficulties in coordinating their operations, including assuring that vehicles stopped on the eastbound approach of Pico Boulevard at Crenshaw Boulevard do not encroach into the intersection of Pico Boulevard and Victoria Avenue, and that adequate "receiving" areas are provided on Pico Boulevard to accommodate left-turning vehicles exiting Victoria Avenue. Therefore, due to these issues, the installation of a new traffic signal is not recommended.

As detailed in the preceding sections, of the three potential "physical" improvements identified to address the undesirable conditions at the intersection of Pico Boulevard and Victoria Avenue, only the measure to restrict southbound Victoria Avenue to right-turn only moves is recommended, although LADOT will determine which, if any, improvements may be required at this location.

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

The results of the analyses summarized in this report indicate that the proposed development of a mixed-use (residential and commercial) project at 4201 W. Pico Boulevard, containing a total of 222 residential apartments (including 35 “affordable” units) and about 17,557 square feet of ground-floor commercial area (including an approximately 10,785 square foot supermarket and a total of about 6,772 square feet of retail area), would not result in any significant VMT impacts. Further, the project is generally not expected to result in undesirable project-related effects on any of the intersections or local street segments examined in this study, with the exception of the site-adjacent, unsignalized intersection of Pico Boulevard and Victoria Avenue. However, no other significant traffic-related impacts or negative effects to any of the vehicular, bicycle, pedestrian, or public transportation services or facilities within the study area are anticipated.

Specifically, the proposed project will not result in any significant CEQA-related VMT impacts, based on its incorporation of several trip reduction strategies, including reduced vehicular parking (compared to typical LAMC requirements) and providing Code-compliant on-site bicycle parking. While no other specific trip-reduction measures were assumed for the purposes of this analysis, as a condition of its approval, the proposed project must comply with all applicable requirements of the City’s Transportation Demand Management (“TDM”) Ordinance (in effect at the time of the project’s approval, or as applicable), which may include measures beyond those noted earlier. At a minimum, the project’s TDM program will include the trip-reduction measures and programs identified in the City’s TDM Ordinance (LAMC Section 12.26.J), as may be appropriate for the project’s individual residential and commercial components, in order to encourage and support other trip-reducing strategies such as carpooling and ridesharing (via rider “matching” and/or preferential parking for carpool/vanpool vehicles), the provision of transit passes or subsidies for project residents and/or employees, loaner bicycles and/or “flex” vehicles, and telecommuting.

Although the specifics of the project’s TDM program cannot be identified at this early stage of its approval process, the City typically requires that a draft TDM Plan be submitted to LADOT prior to the issuance of any project-related construction permits, and that a final TDM Plan be approved prior to the issuance of certificates of occupancy for any of the project’s component uses.

The analyses also indicate that the proposed project is consistent with all applicable City plans, programs, and policies related to providing and maintaining a sustainable transportation network, including but not limited to the Mobility Plan 2035, and Vision Zero Action and Corridor Plans.

Additionally, the project will not result in significant impacts to any pedestrian or bicycle facilities, or to public transit access or service in the study area. Therefore, the proposed project does not exhibit any significant CEQA-related impacts in this regard, and no mitigation is warranted.

Once it is completed, the project is not expected to result in detrimental or undesirable effects on any of the study locations, except for the intersection of Pico Boulevard and Victoria Avenue, which is anticipated to experience substantial increases in vehicular delay and queuing along its southbound approach during both the AM and PM peak hours. The extended vehicular queues could potentially temporarily block access (primarily, left-turn egress) at the project's driveway on Victoria Avenue, thereby impeding its operations during these times. Several measures to address these undesirable effects, including restriping of southbound Victoria Avenue to provide an exclusive left-turn lane, restricting southbound traffic at its intersection with Pico Boulevard to right-turn only operations, and installation of a new traffic signal at this location, were examined. However, only the southbound right-turn only measure was shown to be effective in resolving the vehicular queuing issue, although that proposal also exhibited potential secondary impacts, such as increases in travel distances and travel times resulting from the redirected travel route. LADOT will ultimately determine which, if any, improvements may be required at this location.

Further, no right-of-way dedications or roadway widenings are required for any of the streets fronting the project site, as each complies with the City's Mobility Plan 2035 design standards, although a four-foot right-of-way dedication and widening will be required (and implemented) for the short alley at the northeast corner of the site. The proposed project's driveway will exhibit acceptable entry and exit capacities, and is not expected to create any long-duration "internal" or on-street vehicular queues, although as noted earlier, the potential long vehicle queues along southbound Victoria Avenue north of Pico Boulevard could temporarily block the driveway and result in undesirable driveway operations unless addressed. However, the project's driveway is not expected to disrupt pedestrian activity or traffic flows along Victoria Avenue. Further, the project will not adversely affect any pedestrian, bicycle, or public transit facilities in the vicinity.

During its approximately 18-month construction period, the sidewalks and on-street parking lanes along each of the project's street frontages are expected to be closed for use as vehicle and/or equipment staging areas. The construction-related closures of the parking lanes will also result in the temporary removal of a total of nine existing metered on-street parking spaces (five spaces on Pico Boulevard and four along Victoria Avenue), and as such, the project will be required to reimburse the City for the loss of parking meter revenue during the construction period. However,

no significant detrimental effects to the overall public parking supply in the area are anticipated. Additionally, while the sidewalks along each of the project-fronting roadways are expected to be closed throughout construction activities, pedestrian circulation adjacent to the site will be retained through installation of ADA-approved protected pedestrian facilities, such as covered walkways, within the closed site-adjacent parking lanes. Further, stops and/or shelters for several bus lines are located along the project's Pico Boulevard frontage near Crenshaw Boulevard, and although pedestrian traffic along this frontage will be accommodated, the covered pedestrian walkways will prevent access to the bus stops, and it is recommended that the stops be temporarily moved to the northwest corner of the intersection of Pico Boulevard and Victoria Avenue, about 400 feet west of their current location. With this temporary relocation, no long-term undesirable effects on access to public transit resulting from the project's construction-related activities are anticipated. Therefore, no undesirable construction-related impacts on bicycle or pedestrian circulation, or negative effects on access to bus stops or current bus operations in the area are expected.

Although no long-duration negative effects of the project's construction operations are expected, the project will be required to prepare both a Construction Traffic Management Plan ("CTMP") and Worksite Traffic Control Plan ("WTCP") for submittal to and approval by the City prior to the start of project construction. The CTMP will detail the project's construction-related operations and identify measures that may be required to minimize effects on the surrounding community, while the WTCP will identify the details related to the management of vehicular, pedestrian, and bicycle activity in the project vicinity throughout the proposed project's construction activities.

Therefore, the proposed mixed-use project at 4201 W. Pico Boulevard is not expected to result in any significant CEQA-related impacts, and in general, no negative operational effects on the area transportation system are expected, with the exception of the unsignalized intersection of Pico Boulevard and Victoria Avenue, where several measures to address those negative effects are proposed. Additionally, the project is not anticipated to have any undesirable effects on the bicycle, pedestrian, or public transit facilities in the project vicinity. Further, with implementation of the CTMP and WTCP, no significant long-term construction-related impacts are anticipated.

APPENDICES

(Contained in Separate Document)

TRAFFIC IMPACT ANALYSIS REPORT - APPENDIX

Proposed Mixed-Use Development
(222 Residential Units and 17,557 sq. ft. Commercial)
4201 W. Pico Boulevard
Los Angeles, California



Prepared for:

4201 Pico Investment LLC
4010 Watson Plaza Drive, Suite 252
Lakewood, California 90712

Prepared by:



HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.
13333 Ventura Boulevard, #204
Sherman Oaks, California 91423
(818) 325-0530

JULY 2025

APPENDICES

APPENDIX A

PROJECT VICINITY PUBLIC TRANSIT ROUTE MAPS AND SCHEDULES

Metro Line 30

Effective Jun 23 2024

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Metro Local

Eastbound to Downtown LA/Little Tokyo Station
Westbound to Mid-City
via Pico Bl

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711



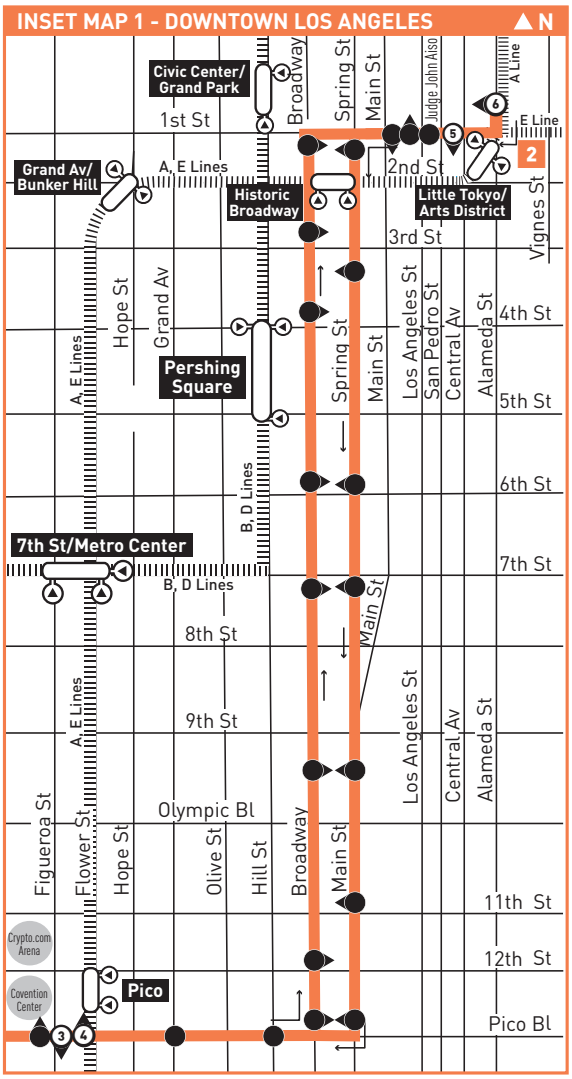
N

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

ROUTE MAP





LEGEND

- Line 30
- Transit Center
- Timepoint
- Timepoint - Single Direction Only
- Metro Rail
- Metro Rail Station
- Metro Rail Station & Timepoint
- BBB — Santa Monica's Big Blue Bus
- LD — LADOT DASH
- R — Big Blue Bus Rapid

INSET MAP 1 - DOWNTOWN LOS ANGELES

- Line 30
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail & Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1 Pico/Rimpau Transit Center
Metro 30; BBB 7, Rapid 7; LD Midtown

2 Little Tokyo/Arts District Station
Metro 30, 106; DASH A

Monday through Friday

Effective Jun 23 2024

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Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

LOS ANGELES		DOWNTOWN LOS ANGELES	
1	2	3	5
Pico / Rimpau Transit Center	Pico & Vermont	Pico & Figueroa	1st St & Central
3:40A	3:51A	B3:58A	4:19A
4:18	4:29	4:36	4:49
4:42	4:53	5:00	5:13
5:02	5:15	5:23	5:36
5:21	5:35	5:44	5:58
5:37	5:51	6:00	6:15
5:46	6:01	6:10	6:25
5:56	6:11	6:20	6:35
6:06	6:21	6:30	6:45
6:15	6:31	6:40	6:55
6:25	6:41	6:50	7:05
6:35	6:51	7:00	7:15
6:44	7:01	7:11	7:26
6:54	7:11	7:21	7:37
7:04	7:21	7:31	7:48
7:13	7:31	7:41	7:58
7:22	7:41	7:51	8:08
7:32	7:51	8:01	8:18
7:42	8:01	8:11	8:28
7:52	8:11	8:21	8:38
8:03	8:21	8:31	8:48
8:13	8:31	8:41	8:58
8:23	8:41	8:51	9:08
8:33	8:51	9:01	9:18
8:43	9:01	9:11	9:28
8:53	9:11	9:21	9:38
9:03	9:21	9:31	9:48
9:13	9:31	9:41	9:58
9:23	9:41	9:51	10:08
9:33	9:51	10:01	10:19
9:42	10:01	10:11	10:29
9:52	10:11	10:21	10:39
10:02	10:21	10:31	10:49
10:12	10:31	10:41	10:59
10:22	10:41	10:51	11:09
10:32	10:51	11:01	11:19
10:42	11:01	11:11	11:29
10:52	11:11	11:21	11:39
11:02	11:21	11:31	11:49
11:12	11:31	11:41	11:59
11:22	11:41	11:51	12:09P
11:32	11:51	12:01P	12:19
11:42	12:01P	12:11	12:29
11:52	12:11	12:21	12:39
12:02P	12:21	12:31	12:49
12:12	12:31	12:41	12:59
12:22	12:41	12:51	1:09
12:32	12:51	1:01	1:19
12:42	1:01	1:11	1:29
12:52	1:11	1:21	1:39
1:02	1:21	1:31	1:49
1:11	1:31	1:41	1:59
1:21	1:41	1:51	2:09
1:31	1:51	2:01	2:19
1:40	2:01	2:11	2:29
1:50	2:11	2:21	2:39
2:00	2:21	2:31	2:49
2:10	2:31	2:41	2:59
2:20	2:41	2:51	3:09
2:29	2:51	3:01	3:19
2:39	3:01	3:11	3:29
2:49	3:11	3:21	3:39
2:59	3:21	3:31	3:49
3:08	3:31	3:41	3:59
3:18	3:41	3:51	4:10
3:27	3:51	4:01	4:20
3:37	4:01	4:11	4:30
3:47	4:11	4:21	4:41
3:57	4:21	4:31	4:51
4:07	4:31	4:41	5:01
4:17	4:41	4:51	5:11
4:27	4:51	5:01	5:21
4:37	5:01	5:11	5:31
4:47	5:11	5:21	5:40
4:57	5:21	5:31	5:50
5:07	5:31	5:41	6:00
5:18	5:41	5:51	6:09
5:28	5:51	6:01	6:18
5:39	6:01	6:11	6:28
5:49	6:11	6:21	6:38
6:00	6:21	6:31	6:47
6:10	6:31	6:41	6:57
6:21	6:41	6:51	7:07
6:32	6:51	7:01	7:17
6:47	7:06	7:16	7:32
7:08	7:26	7:36	7:51
7:28	7:46	7:56	8:11
7:50	8:06	8:15	8:30
8:10	8:26	8:35	8:50
8:34	8:49	B8:58	9:19
9:03	9:18	9:26	9:41
9:38	9:51	B9:58	10:19
10:40	10:51	B10:58	11:19
11:40	11:51	B11:58	12:19A
12:40A	12:51A	B12:58A	1:19
1:40	1:51	B1:58	2:19
2:40	2:51	B2:58	3:19

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES	
6	4	2	1
Alameda & 1st St	Pico & Figueroa	Pico & Vermont	Pico / Rimpau Transit Center
C3:55A	4:18A	4:25A	4:34A
4:52	5:08	5:15	5:24
5:11	5:27	5:35	5:45
5:27	5:44	5:52	6:02
5:39	5:56	6:04	6:15
5:49	6:06	6:14	6:25
5:59	6:16	6:24	6:36
6:07	6:25	6:34	6:47
6:16	6:34	6:44	6:57
6:25	6:44	6:54	7:10
6:34	6:53	7:04	7:23
6:43	7:02	7:14	7:33
6:52	7:12	7:24	7:43
7:02	7:22	7:34	7:53
7:12	7:32	7:44	8:04
7:22	7:42	7:54	8:14
7:32	7:52	8:04	8:24
7:42	8:02	8:14	8:33
7:52	8:12	8:24	8:41
8:02	8:22	8:34	8:49
8:12	8:32	8:44	8:59
8:22	8:42	8:54	9:09
8:32	8:52	9:04	9:19
8:42	9:02	9:14	9:29
8:52	9:12	9:24	9:38
9:02	9:22	9:34	9:48
9:12	9:32	9:44	9:58
9:22	9:42	9:54	10:08
9:32	9:52	10:04	10:18
9:43	10:03	10:14	10:28
9:52	10:13	10:24	10:38
10:02	10:23	10:34	10:48
10:12	10:33	10:44	10:58
10:22	10:43	10:54	11:08
10:32	10:53	11:04	11:18
10:41	11:02	11:14	11:28
10:51	11:12	11:24	11:38
11:01	11:22	11:34	11:48
11:11	11:32	11:44	11:58
11:20	11:42	11:54	12:09P
11:30	11:52	12:04P	12:19
11:40	12:02P	12:14	12:29
11:50	12:12	12:24	12:39
11:59	12:22	12:34	12:49
12:10P	12:32	12:44	12:59
12:19	12:42	12:54	1:09
12:29	12:52	1:04	1:19
12:39	1:02	1:14	1:29
12:49	1:12	1:24	1:40
12:59	1:22	1:34	1:50
1:09	1:32	1:44	2:00
1:19	1:42	1:54	2:10
1:29	1:52	2:04	2:20
1:39	2:02	2:14	2:30
1:49	2:12	2:24	2:40
1:59	2:22	2:34	2:50
2:09	2:32	2:44	3:00
2:19	2:42	2:54	3:10
2:29	2:52	3:04	3:20
2:39	3:02	3:14	3:30
2:49	3:12	3:24	3:40
2:59	3:22	3:34	3:50
3:08	3:31	3:44	4:00
3:18	3:41	3:54	4:10
3:27	3:51	4:04	4:20
3:38	4:02	4:14	4:30
3:48	4:12	4:24	4:40
3:58	4:22	4:34	4:50
4:08	4:32	4:44	5:00
4:18	4:42	4:54	5:10
4:28	4:52	5:04	5:20
4:37	5:01	5:14	5:30
4:47	5:11	5:24	5:39
4:57	5:21	5:34	5:49
5:07	5:31	5:44	5:59
5:17	5:41	5:54	6:09
5:27	5:51	6:04	6:19
5:37	6:01	6:14	6:29
5:48	6:11	6:24	6:39
5:58	6:21	6:34	6:49
6:09	6:32	6:45	7:00
6:26	6:47	7:00	7:15
6:42	7:03	7:15	7:30
7:03	7:23	7:35	7:49
7:24	7:44	7:55	8:08
7:45	8:05	8:15	8:28
8:05	8:25	8:35	8:48
8:25	8:45	8:55	9:07
C8:55	9:18	9:27	9:39
C9:55	10:18	10:25	10:34
C10:55	11:18	11:25	11:34
C11:55	12:18A	12:25A	12:34A
C12:55A	1:18	1:25	1:34
C1:55	2:18	2:25	2:34
C2:55	3:18	3:25	3:34

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.

Special Notes

B Trip waits at Broadway & 7th for transfer connection.
C Trip waits at Spring & 7th for transfer connections.

Avisos especiales

B *El viaje espera en Broadway y 7th para las conexiones de transferencia.*
C *El viaje espera en Spring y 7th para las conexiones de transferencia.*

Saturday, Sunday and Holidays

Effective Jun 23 2024

30

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

LOS ANGELES		DOWNTOWN LOS ANGELES	
1	2	3	5
Pico / Rimpau Transit Center	Pico & Vermont	Pico & Figueroa	1st St & Central
3:40A	3:51A	B3:58A	4:19A
4:40	4:51	4:58	5:10
5:23	5:36	5:44	5:57
5:53	6:06	6:14	6:27
6:18	6:31	6:39	6:52
6:38	6:51	6:59	7:12
6:52	7:06	7:15	7:28
7:07	7:21	7:30	7:45
7:21	7:36	7:45	8:00
7:36	7:51	8:00	8:16
7:51	8:06	8:15	8:31
8:06	8:21	8:30	8:46
8:20	8:36	8:45	9:01
8:35	8:51	9:00	9:17
8:49	9:06	9:15	9:32
9:04	9:21	9:30	9:47
9:19	9:36	9:45	10:02
9:34	9:51	10:00	10:17
9:49	10:06	10:16	10:33
10:04	10:21	10:31	10:48
10:19	10:36	10:46	11:03
10:34	10:51	11:01	11:19
10:48	11:06	11:16	11:34
11:03	11:21	11:31	11:49
11:18	11:36	11:46	12:04P
11:33	11:51	12:01P	12:20
11:48	12:06P	12:16	12:35
12:03P	12:21	12:31	12:50
12:18	12:36	12:46	1:05
12:33	12:51	1:01	1:20
12:48	1:06	1:16	1:35
1:03	1:21	1:31	1:50
1:18	1:36	1:46	2:05
1:33	1:51	2:01	2:20
1:48	2:06	2:16	2:35
2:03	2:21	2:31	2:50
2:18	2:36	2:46	3:05
2:33	2:51	3:01	3:20
2:48	3:06	3:16	3:35
3:03	3:21	3:31	3:50
3:18	3:36	3:46	4:05
3:33	3:51	4:01	4:19
3:48	4:06	4:16	4:34
4:03	4:21	4:31	4:49
4:18	4:36	4:46	5:04
4:33	4:51	5:01	5:19
4:48	5:06	5:16	5:34
5:04	5:21	5:31	5:49
5:19	5:36	5:46	6:04
5:34	5:51	6:01	6:18
5:50	6:07	6:17	6:34
6:07	6:24	6:34	6:51
6:26	6:43	6:53	7:09
6:46	7:03	7:12	7:28
7:08	7:23	7:32	7:48
7:35	7:50	7:58	8:13
8:04	8:19	8:27	8:41
8:35	8:50	B8:58	9:19
9:05	9:20	9:28	9:42
9:38	9:51	B9:58	10:19
10:40	10:51	B10:58	11:19
11:40	11:51	B11:58	12:19A
12:40A	12:51A	B12:58A	1:19
1:40	1:51	B1:58	2:19
2:40	2:51	B2:58	3:19

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES	
6	4	2	1
Alameda & 1st St	Pico & Flower (Pico Station)	Pico & Vermont	Pico / Rimpau Transit Center
C3:55A	4:18A	4:25A	4:34A
4:55	5:10	5:17	5:26
5:46	6:02	6:10	6:21
6:13	6:29	6:38	6:50
6:30	6:46	6:55	7:08
6:47	7:03	7:12	7:25
7:02	7:19	7:28	7:41
7:18	7:35	7:44	7:57
7:32	7:50	7:59	8:12
7:47	8:05	8:14	8:27
8:02	8:20	8:29	8:42
8:17	8:35	8:44	8:57
8:32	8:50	8:59	9:12
8:46	9:04	9:14	9:27
9:00	9:19	9:29	9:42
9:15	9:34	9:44	9:57
9:30	9:49	9:59	10:13
9:44	10:03	10:14	10:28
9:59	10:18	10:29	10:43
10:14	10:33	10:44	10:58
10:29	10:48	10:59	11:13
10:43	11:02	11:14	11:28
10:58	11:17	11:29	11:44
11:13	11:32	11:44	11:59
11:27	11:47	11:59	12:14P
11:42	12:02P	12:14P	12:29
11:57	12:17	12:29	12:44
12:12P	12:32	12:44	12:59
12:27	12:47	12:59	1:14
12:42	1:02	1:14	1:29
12:57	1:17	1:29	1:44
1:12	1:32	1:44	1:59
1:27	1:47	1:59	2:14
1:42	2:02	2:14	2:29
1:57	2:17	2:29	2:44
2:12	2:32	2:44	2:59
2:27	2:47	2:59	3:14
2:42	3:02	3:14	3:29
2:57	3:17	3:29	3:45
3:12	3:32	3:44	4:00
3:27	3:47	3:59	4:15
3:42	4:02	4:14	4:30
3:57	4:17	4:29	4:45
4:12	4:32	4:44	5:00
4:27	4:47	4:59	5:15
4:43	5:03	5:14	5:30
4:58	5:18	5:29	5:45
5:13	5:33	5:44	6:00
5:28	5:48	5:59	6:15
5:43	6:03	6:14	6:30
5:58	6:18	6:29	6:45
6:13	6:33	6:44	7:00
6:29	6:48	6:59	7:13
6:45	7:04	7:15	7:29
7:06	7:24	7:35	7:49
7:26	7:44	7:55	8:09
7:48	8:06	8:15	8:29
8:09	8:26	8:35	8:49
8:33	8:50	8:59	9:12
C8:55	9:18	9:26	9:39
C9:55	10:18	10:25	10:34
C10:55	11:18	11:25	11:34
C11:55	12:18A	12:25A	12:34A
C12:55A	1:18	1:25	1:34
C1:55	2:18	2:25	2:34
C2:55	3:18	3:25	3:34

Metro Line 33

Effective Dec 15 2024

33

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Santa Monica

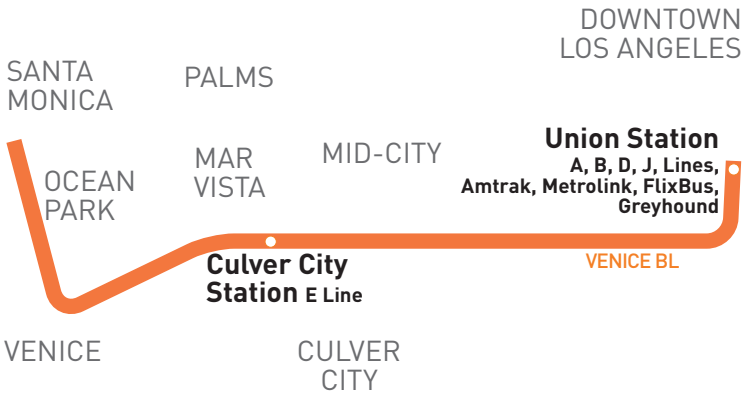
via Venice Bl

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711



N

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

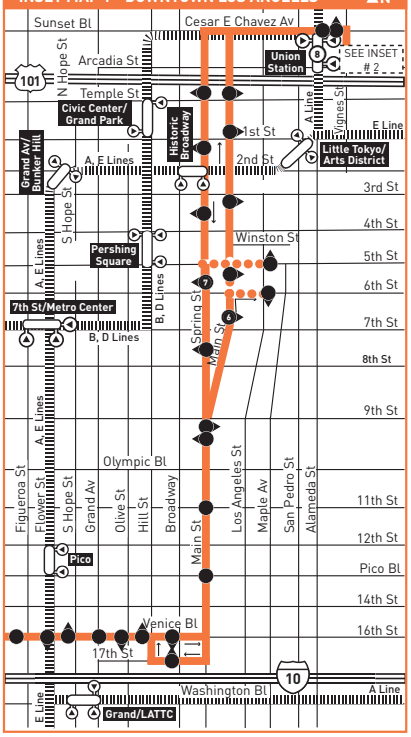
ROUTE MAP



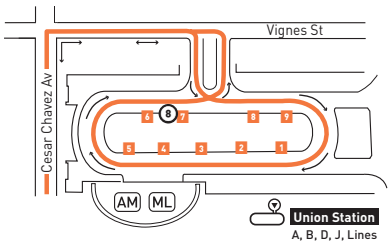
LEGEND

- Line 33 Route
- Local Stop
- Local Stop - Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station & Timepoint - Single Direction Only
- AM Amtrak
- ML Metrolink
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- CC Culver City Bus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit

INSET MAP 1 - DOWNTOWN LOS ANGELES



INSET MAP 2 - PATSAOURAS BUS PLAZA



1. LAX FlyAway
2. AV 785; CE 438, CE 439
   DASH D; Citadel Express
   Mt St Mary's College Shuttle
3. CE 431, CE 534; Bunker Hill Shuttle; SC 794
4. Metro 33
5. Metro 40
6. USC Shuttle
7. FlixBus; Greyhound
8. FlixBus; Greyhound
9. Discharge Only

INSET 1 – DOWNTOWN LOS ANGELES

- Line 33 Route
- Line 33 Shortline
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1. **Kaiser Permanente Hospital**
2. **Santa Monica Pier**

Monday through Friday

Effective Dec 15 2024

33

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	VENICE	CULVER CITY	LOS ANGELES		DOWNTOWN LOS ANGELES	
1	2	3	4	5	6	8
5th & Santa Monica	Main & Sunset	Culver City E Line Station	Venice & La Brea	Venice & Vermont	Main & 7th	Patsaouras Bus Plaza / LA Union Station
4:55A	5:04A	5:26A	5:37A	5:49A	6:02A	6:10A
5:10	5:19	5:41	5:52	6:04	6:18	6:26
5:25	5:34	5:56	6:07	6:20	6:35	6:44
5:39	5:48	6:11	6:22	6:35	6:50	6:59
5:51	6:00	6:23	6:34	6:48	7:03	7:13
—	6:12	6:35	6:46	7:00	7:17	—
6:11	6:21	6:45	6:56	7:11	7:26	7:36
—	6:29	6:54	7:05	7:20	7:37	—
6:26	6:36	7:01	7:13	7:28	7:44	7:54
—	6:42	7:08	7:20	7:35	7:53	—
6:39	6:49	7:16	7:28	7:44	8:00	8:10
—	6:54	7:23	7:35	7:51	8:09	—
6:51	7:01	7:31	7:43	7:59	8:15	8:25
—	7:08	7:38	7:50	8:06	8:24	—
7:06	7:16	7:46	7:58	8:14	8:30	8:40
—	7:22	7:53	8:05	8:21	8:39	—
7:20	7:30	8:01	8:13	8:29	8:45	8:55
—	7:37	8:08	8:20	8:36	8:54	—
7:34	7:45	8:16	8:28	8:43	8:59	9:09
—	7:52	8:23	8:35	8:50	9:08	—
7:49	8:00	8:31	8:43	8:58	9:14	9:24
—	8:06	8:38	8:50	9:05	9:23	—
8:03	8:14	8:44	8:58	9:13	9:29	9:39
—	8:22	8:53	9:05	9:20	9:38	—
8:19	8:30	9:01	9:13	9:28	9:44	9:54
—	8:37	9:08	9:20	9:35	9:53	—
8:34	8:45	9:16	9:28	9:43	9:59	10:09
—	8:52	9:23	9:36	9:51	10:09	—
8:49	9:00	9:31	9:44	9:59	10:15	10:25
—	9:08	9:39	9:52	10:07	10:25	—
9:05	9:16	9:47	10:00	10:15	10:31	10:41
—	9:23	9:55	10:08	10:23	10:41	—
9:20	9:31	10:03	10:16	10:31	10:47	10:57
—	9:39	10:11	10:24	10:39	10:57	—
9:36	9:47	10:19	10:32	10:47	11:03	11:13
—	9:55	10:27	10:40	10:55	11:14	—
9:52	10:03	10:35	10:48	11:03	11:19	11:29
—	10:11	10:43	10:56	11:12	11:31	—
10:08	10:19	10:51	11:04	11:20	11:36	11:46
—	10:27	10:59	11:12	11:28	11:47	—
10:24	10:35	11:07	11:20	11:36	11:52	12:02P
—	10:43	11:15	11:28	11:44	12:03P	—
10:40	10:51	11:23	11:36	11:52	12:08	12:18
—	11:00	11:31	11:44	11:59	12:19	—
10:56	11:08	11:39	11:52	12:09P	12:25	12:35
—	11:16	11:47	11:59	12:17	12:36	—
11:12	11:24	11:55	12:08P	12:25	12:41	12:51
—	11:32	12:03P	12:16	12:33	12:52	—
11:27	11:39	12:11	12:24	12:41	12:57	1:07
—	11:46	12:19	12:32	12:49	1:08	—
11:40	11:52	12:26	12:40	12:57	1:14	1:24
—	11:59	12:33	12:48	1:05	1:24	—
11:55	12:07P	12:41	12:56	1:14	1:31	1:42
—	12:15	12:49	1:04	1:22	1:41	—
12:11P	12:23	12:57	1:12	1:30	1:47	1:58
—	12:30	1:05	1:20	1:38	1:57	—
12:26	12:38	1:13	1:28	1:46	2:03	2:14
—	12:45	1:20	1:35	1:53	2:12	—
12:41	12:53	1:28	1:43	2:01	2:18	2:29
—	1:00	1:35	1:50	2:08	2:27	—
12:54	1:07	1:43	1:58	2:17	2:34	2:45
—	1:13	1:50	2:05	2:24	2:43	—
1:08	1:21	1:58	2:13	2:32	2:49	3:00
—	1:28	2:05	2:20	2:39	2:58	—
1:23	1:36	2:13	2:28	2:47	3:05	3:16
—	1:43	2:20	2:35	2:54	3:13	—
1:38	1:51	2:28	2:43	3:02	3:20	3:31
—	1:57	2:35	2:50	3:09	3:28	—
1:52	2:05	2:43	2:58	3:18	3:36	3:48
—	2:12	2:50	3:05	3:25	3:44	—
2:06	2:19	2:57	3:13	3:33	3:51	4:03
—	2:26	3:04	3:20	3:41	4:00	—
2:20	2:33	3:12	3:28	3:49	4:07	4:19
—	2:40	3:19	3:35	3:56	4:15	—
2:34	2:47	3:27	3:43	4:04	4:22	4:34
—	2:52	3:33	3:50	4:12	4:31	—
2:45	2:58	3:40	3:57	4:19	4:37	4:49
—	3:05	3:47	4:04	4:26	4:45	—
2:57	3:10	3:53	4:11	4:33	4:51	5:03
—	3:17	4:00	4:18	4:40	4:58	—
3:10	3:23	4:07	4:25	4:47	5:05	5:17
—	3:29	4:14	4:32	4:54	5:13	—
3:22	3:36	4:21	4:39	5:01	5:19	5:31
—	3:43	4:28	4:46	5:08	5:27	—
3:36	3:50	4:35	4:53	5:15	5:33	5:45
—	3:57	4:42	5:00	5:22	5:41	—
3:50	4:04	4:49	5:07	5:29	5:47	5:59
—	4:11	4:56	5:14	5:36	5:54	—
4:04	4:18	5:03	5:21	5:43	6:01	6:12
—	4:25	5:10	5:28	5:50	6:08	—
4:18	4:32	5:17	5:35	5:57	6:14	6:25
—	4:39	5:24	5:42	6:04	6:20	—
4:32	4:46	5:31	5:49	6:10	6:26	6:37
—	4:54	5:38	5:56	6:16	6:33	—
4:47	5:01	5:45	6:03	6:23	6:39	6:49
—	5:10	5:53	6:10	6:30	6:46	—
5:03	5:17	6:00	6:17	6:36	6:51	7:01
—	5:24	6:07	6:24	6:43	6:59	—
5:18	5:32	6:15	6:32	6:50	7:04	7:14
—	5:40	6:23	6:39	6:57	7:12	—
5:34	5:48	6:31	6:47	7:04	7:18	7:28
—	5:59	6:40	6:56	7:12	7:27	—
5:55	6:09	6:50	7:06	7:22	7:36	7:46
—	6:20	7:01	7:16	7:32	7:47	—
6:18	6:32	7:11	7:26	7:42	7:56	8:06
—	6:45	7:23	7:37	7:53	8:08	—
6:44	6:58	7:35	7:49	8:05	8:19	8:29
7:00	7:13	7:49	8:03	8:18	8:32	8:41
7:15	7:28	8:03	8:17	8:32	8:45	8:54
7:30	7:43	8:18	8:32	8:46	8:59	9:08
7:49	8:02	8:34	8:47	9:01	9:14	9:22
8:05	8:18	8:49	9:02	9:16	9:29	9:37
8:24	8:36	9:05	9:17	9:31	9:43	9:51
8:41	8:53	9:20	9:32	9:45	9:57	10:05
8:57	9:09	9:35	9:47	10:00	10:12	10:20
9:13	9:25	9:50	10:02	10:15	10:27	10:35
9:28	9:40	10:05	10:17	10:30	10:42	10:50
9:43	9:55	10:20	10:32	10:45	10:57	11:05
10:00	10:12	10:36	10:47	11:00	11:11	11:19
10:16	10:28	10:51	11:02	11:15	11:26	11:34
10:35	10:46	11:09	11:19	11:32	11:43	11:51
10:52	11:03	11:26	11:36	11:49	11:59	12:08A
11:14	11:24	11:47	11:57	12:10A	12:21A	12:29
11:39	11:49	12:12A	12:22A	12:35	12:46	12:54
12:04A	12:14A	12:37	12:47	1:00	C1:12	—
12:30	12:40	1:02	1:12	1:23	C1:35	—
12:57	1:06	1:27	1:37	1:48	C2:00	—
1:22	1:31	1:52	2:02	2:13	C2:25	—
1:51	2:00	2:21	2:31	2:42	C2:54	—
2:36	2:45	3:06	3:16	3:27	C3:39	—
3:36	3:45	4:06	4:16	4:27	C4:39	—
4:36	4:45	5:06	5:16	5:27	C5:39	—

Westbound *Al Oeste* (Approximate Times /*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		CULVER CITY	VENICE	SANTA MONICA
8	7	5	4	3	2	1
Patsaouras Bus Plaza / LA Union Station	Spring & 6th	Venice & Vermont	Venice & La Brea	Culver City E Line Station	Main & Sunset	5th & Santa Monica
4:01A	4:10A	4:25A	4:37A	4:47A	5:08A	5:17A
4:21	4:30	4:45	4:57	5:07	5:28	5:37
4:37	4:46	5:01	5:13	5:23	5:45	5:54
4:51	5:00	5:16	5:28	5:39	6:01	6:10
5:03	5:12	5:28	5:41	5:52	6:14	6:23
5:13	5:22	5:39	5:52	6:04	6:28	6:37
5:23	5:32	5:49	6:02	6:14	6:39	6:48
5:31	5:40	5:57	6:12	6:24	6:50	6:59
—	5:47	6:04	6:20	6:32	7:00	—
5:44	5:53	6:11	6:27	6:40	7:06	7:16
—	6:00	6:18	6:34	6:47	7:15	—
5:56	6:06	6:24	6:41	6:54	7:21	7:31
—	6:13	6:31	6:48	7:01	7:29	—
6:10	6:20	6:38	6:55	7:09	7:36	7:46
—	6:26	6:44	7:01	7:16	7:44	—
6:21	6:32	6:50	7:08	7:23	7:51	8:01
—	6:37	6:55	7:14	7:29	7:59	—
6:32	6:43	7:01	7:21	7:37	8:06	8:16
—	6:49	7:07	7:27	7:44	8:14	—
6:44	6:55	7:14	7:34	7:52	8:21	8:31
—	7:00	7:19	7:40	7:58	8:28	—
6:55	7:07	7:26	7:47	8:05	8:34	8:45
—	7:14	7:33	7:54	8:12	8:42	—
7:10	7:22	7:41	8:02	8:20	8:49	9:00
—	7:29	7:48	8:09	8:27	8:57	—
7:25	7:37	7:56	8:17	8:35	9:05	9:16
—	7:44	8:03	8:24	8:42	9:12	—
7:40	7:52	8:11	8:32	8:49	9:19	9:30
—	8:00	8:19	8:39	8:56	9:25	—
7:56	8:08	8:27	8:47	9:04	9:33	9:44
—	8:16	8:35	8:55	9:11	9:41	—
8:12	8:24	8:43	9:03	9:18	9:47	9:58
—	8:33	8:52	9:11	9:26	9:56	—
8:30	8:42	9:01	9:19	9:34	10:03	10:15
—	8:50	9:09	9:27	9:42	10:12	—
8:46	8:58	9:17	9:35	9:50	10:19	10:31
—	9:07	9:26	9:43	9:58	10:28	—
9:03	9:15	9:34	9:51	10:06	10:35	10:47
—	9:23	9:42	9:59	10:14	10:44	—
9:19	9:31	9:50	10:07	10:22	10:51	11:03
—	9:39	9:58	10:15	10:30	11:01	—
9:34	9:47	10:06	10:23	10:38	11:08	11:20
—	9:54	10:13	10:30	10:45	11:17	—
9:49	10:02	10:21	10:38	10:53	11:23	11:35
—	10:09	10:28	10:45	11:00	11:32	—
10:03	10:17	10:36	10:53	11:08	11:38	11:50
—	10:24	10:43	11:00	11:15	11:47	—
10:18	10:32	10:51	11:08	11:23	11:53	12:05P
—	10:39	10:58	11:15	11:30	12:02P	—
10:33	10:47	11:06	11:23	11:38	12:09	12:22
—	10:53	11:13	11:30	11:45	12:18	—
10:47	11:01	11:21	11:38	11:53	12:25	12:38
—	11:08	11:28	11:45	11:59	12:34	—
11:02	11:16	11:36	11:53	12:08P	12:40	12:53
—	11:23	11:43	11:59	12:15	12:49	—
11:17	11:31	11:51	12:08P	12:23	12:55	1:09
—	11:38	11:58	12:15	12:30	1:04	—
11:32	11:46	12:06P	12:23	12:38	1:10	1:24
—	11:53	12:13	12:30	12:45	1:19	—
11:47	12:01P	12:21	12:38	12:53	1:25	1:39
—	12:08	12:28	12:45	1:00	1:34	—
12:02P	12:16	12:36	12:53	1:08	1:40	1:54
—	12:23	12:43	1:00	1:15	1:49	—
12:17	12:31	12:51	1:08	1:23	1:55	2:09
—	12:38	12:58	1:15	1:30	2:04	—
12:31	12:45	1:05	1:23	1:38	2:10	2:24
—	12:52	1:12	1:30	1:45	2:19	—
12:46	1:00	1:20	1:38	1:53	2:25	2:39
—	1:07	1:27	1:45	2:00	2:34	—
1:01	1:15	1:35	1:53	2:08	2:40	2:54
—	1:22	1:42	2:00	2:15	2:49	—
1:16	1:30	1:50	2:08	2:23	2:55	3:09
—	1:37	1:57	2:15	2:30	3:04	—
1:31	1:45	2:05	2:23	2:38	3:10	3:24
—	1:52	2:12	2:30	2:45	3:19	—
1:46	2:00	2:20	2:38	2:53	3:26	3:40
—	2:07	2:27	2:45	3:00	3:35	—
2:01	2:15	2:35	2:53	3:08	3:41	3:55
—	2:22	2:42	3:00	3:15	3:50	—
2:16	2:30	2:50	3:08	3:23	3:56	4:10
—	2:37	2:57	3:15	3:30	4:05	—
2:31	2:45	3:05	3:23	3:38	4:11	4:25
—	2:51	3:12	3:30	3:45	4:20	—
2:45	2:59	3:20	3:38	3:53	4:26	4:41
—	3:06	3:27	3:45	4:00	4:35	—
2:59	3:13	3:35	3:53	4:08	4:41	4:56
—	3:21	3:42	4:00	4:15	4:50	—
3:14	3:28	3:50	4:08	4:23	4:56	5:11
—	3:36	3:57	4:15	4:30	5:05	—
3:29	3:43	4:05	4:23	4:39	5:12	5:27
—	3:51	4:12	4:30	4:46	5:21	—
3:44	3:58	4:20	4:38	4:54	5:27	5:42
—	4:06	4:27	4:45	5:01	5:36	—
3:59	4:13	4:35	4:53	5:09	5:42	5:57
—	4:20	4:42	5:00	5:16	5:50	—
4:13	4:27	4:50	5:08	5:24	5:57	6:12
—	4:35	4:57	5:15	5:31	6:05	—
4:28	4:42	5:05	5:23	5:39	6:11	6:26
—	4:50	5:12	5:30	5:46	6:20	—
4:43	4:57	5:20	5:38	5:54	6:25	6:40
—	5:05	5:27	5:45	6:01	6:34	—
4:58	5:12	5:35	5:53	6:09	6:40	6:55
—	5:20	5:42	6:00	6:16	6:49	—
5:13	5:27	5:50	6:08	6:24	6:55	7:09
—	5:36	5:58	6:15	6:31	7:04	—
5:29	5:43	6:06	6:23	6:38	7:09	7:23
—	5:52	6:13	6:30	6:44	7:17	—
5:46	6:00	6:22	6:38	6:52	7:22	7:36
—	6:10	6:31	6:47	7:01	7:32	—
6:07	6:21	6:41	6:57	7:10	7:40	7:54
—	6:32	6:52	7:08	7:21	7:51	—
6:30	6:43	7:03	7:19	7:32	8:01	8:13
—	6:55	7:14	7:30	7:43	8:12	—
6:57	7:10	7:29	7:45	7:58	8:26	8:38
7:14	7:26	7:44	8:00	8:12	8:40	8:52
7:36	7:47	8:05	8:20	8:32	8:59	9:11
7:56	8:07	8:25	8:40	8:52	9:19	9:31
8:16	8:27	8:45	9:00	9:12	9:38	9:49
8:37	8:48	9:05	9:20	9:32	9:58	10:08
8:57	B9:05	9:27	9:42	9:53	10:18	10:28
9:30	9:40	9:56	10:10	10:21	10:45	10:55
9:57	B10:05	10:27	10:40	10:51	11:15	11:25
10:32	10:41	10:57	11:10	11:21	11:43	11:52
10:57	B11:05	11:27	11:40	11:50	12:11A	12:20A
11:32	11:41	11:56	12:09A	12:19A	12:40	12:49
11:57	B12:05A	12:26A	12:39	12:49	1:10	1:19
12:57A	B1:05	1:26	1:38	1:48	2:09	2:18
—	DB2:05	2:26	2:38	2:48	3:09	3:18
—	DB3:05	3:26	3:38	3:48	4:09	4:18

Saturday

Effective Dec 15 2024

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	VENICE	CULVER CITY	LOS ANGELES		DOWNTOWN LOS ANGELES	
1	2	3	4	5	6	8
5th & Santa Monica	Main & Sunset	Culver City E Line Station	Venice & La Brea	Venice & Vermont	Main & 7th	Patsaouras Bus Plaza / LA Union Station
4:57A	5:06A	5:27A	5:37A	5:48A	5:59A	6:07A
5:27	5:36	5:57	6:07	6:19	6:32	6:40
5:42	5:51	6:15	6:25	6:38	6:52	7:00
5:59	6:08	6:32	6:43	6:56	7:10	7:18
6:16	6:25	6:50	7:01	7:14	7:28	7:36
6:30	6:40	7:06	7:17	7:30	7:44	7:52
—	6:55	7:21	7:32	7:45	7:59	—
7:00	7:10	7:36	7:47	8:00	8:15	8:24
—	7:24	7:51	8:02	8:16	8:32	—
7:28	7:39	8:06	8:17	8:31	8:46	8:55
—	7:54	8:21	8:32	8:46	9:02	—
7:54	8:05	8:32	8:44	8:58	9:13	9:22
—	8:13	8:42	8:54	9:09	9:26	—
8:12	8:23	8:52	9:04	9:19	9:34	9:43
—	8:32	9:02	9:14	9:29	9:46	—
8:31	8:42	9:12	9:24	9:39	9:54	10:03
—	8:52	9:22	9:34	9:49	10:06	—
8:51	9:02	9:32	9:44	9:59	10:14	10:23
—	9:12	9:42	9:54	10:09	10:26	—
9:11	9:22	9:52	10:04	10:19	10:35	10:45
—	9:32	10:02	10:14	10:29	10:46	—
9:31	9:42	10:12	10:24	10:40	10:56	11:06
—	9:51	10:22	10:34	10:50	11:07	—
9:49	10:00	10:31	10:44	11:00	11:16	11:26
—	10:10	10:41	10:54	11:10	11:27	—
10:09	10:20	10:51	11:04	11:20	11:36	11:46
—	10:29	11:01	11:14	11:30	11:47	—
10:27	10:39	11:11	11:24	11:41	11:57	12:07P
—	10:49	11:21	11:34	11:51	12:08P	—
10:47	10:59	11:31	11:44	12:01P	12:17	12:27
—	11:09	11:41	11:54	12:11	12:28	—
11:07	11:19	11:51	12:04P	12:21	12:37	12:47
—	11:29	12:01P	12:14	12:31	12:48	—
11:26	11:38	12:11	12:24	12:41	12:57	1:07
—	11:48	12:21	12:34	12:51	1:08	—
11:46	11:58	12:31	12:44	1:01	1:17	1:27
—	12:08P	12:41	12:54	1:11	1:28	—
12:06P	12:18	12:51	1:04	1:21	1:37	1:47
—	12:27	1:00	1:14	1:31	1:48	—
12:25	12:37	1:10	1:24	1:41	1:57	2:07
—	12:46	1:20	1:34	1:51	2:08	—
12:44	12:56	1:30	1:44	2:01	2:17	2:27
—	1:06	1:40	1:54	2:11	2:28	—
1:03	1:16	1:50	2:04	2:21	2:37	2:47
—	1:25	2:00	2:14	2:31	2:48	—
1:22	1:35	2:10	2:24	2:41	2:57	3:07
—	1:45	2:20	2:34	2:51	3:08	—
1:42	1:55	2:30	2:44	3:01	3:17	3:27
—	2:05	2:40	2:54	3:11	3:28	—
2:02	2:15	2:50	3:04	3:21	3:37	3:47
—	2:25	3:00	3:14	3:31	3:48	—
2:22	2:35	3:10	3:24	3:41	3:57	4:07
—	2:45	3:20	3:34	3:51	4:08	—
2:42	2:55	3:30	3:44	4:01	4:17	4:27
—	3:05	3:40	3:54	4:11	4:28	—
3:01	3:15	3:50	4:04	4:21	4:37	4:47
—	3:25	4:00	4:14	4:31	4:48	—
3:20	3:34	4:10	4:24	4:41	4:57	5:07
—	3:44	4:20	4:34	4:51	5:07	—
3:40	3:54	4:30	4:44	5:01	5:16	5:26
—	4:04	4:40	4:54	5:11	5:27	—
4:00	4:14	4:50	5:04	5:21	5:36	5:45
—	4:24	5:00	5:14	5:31	5:47	—
4:20	4:34	5:10	5:24	5:41	5:56	6:05
—	4:44	5:20	5:34	5:51	6:07	—
4:40	4:54	5:30	5:44	6:01	6:15	6:24
—	5:04	5:40	5:54	6:11	6:27	—
5:00	5:14	5:50	6:04	6:21	6:35	6:44
—	5:23	6:00	6:14	6:31	6:47	—
5:20	5:34	6:10	6:24	6:41	6:54	7:03
—	5:45	6:20	6:34	6:51	7:06	—
5:42	5:56	6:31	6:45	7:02	7:15	7:24
—	6:10	6:44	6:58	7:15	7:29	—
6:09	6:23	6:57	7:11	7:28	7:41	7:50
—	6:36	7:10	7:24	7:40	7:54	—
6:35	6:49	7:23	7:37	7:53	8:06	8:15
—	7:03	7:36	7:50	8:06	8:22	—
7:04	7:18	7:50	8:04	8:19	8:32	8:41
7:20	7:34	8:05	8:18	8:33	8:46	8:55
7:35	7:49	8:19	8:32	8:47	9:00	9:08
7:50	8:04	8:34	8:47	9:02	9:15	9:23
8:06	8:19	8:49	9:02	9:16	9:29	9:37
8:25	8:37	9:05	9:17	9:31	9:43	9:51
8:41	8:53	9:20	9:32	9:45	9:57	10:05
8:57	9:09	9:35	9:47	10:00	10:12	10:20
9:13	9:25	9:50	10:02	10:15	10:27	10:35
9:28	9:40	10:05	10:17	10:30	10:42	10:50
9:43	9:55	10:20	10:32	10:45	10:57	11:05
10:00	10:12	10:36	10:47	11:00	11:11	11:19
10:16	10:28	10:51	11:02	11:15	11:26	11:34
10:35	10:46	11:09	11:19	11:32	11:43	11:51
10:52	11:03	11:26	11:36	11:49	11:59	12:08A
11:14	11:24	11:47	11:57	12:10A	12:21A	12:29
11:39	11:49	12:12A	12:22A	12:35	12:46	12:54
12:04A	12:14A	12:37	12:47	1:00	C1:12	—
12:30	12:40	1:02	1:12	1:23	C1:35	—
12:57	1:06	1:27	1:37	1:48	C2:00	—
1:22	1:31	1:52	2:02	2:13	C2:25	—
1:51	2:00	2:21	2:31	2:42	C2:54	—
2:36	2:45	3:06	3:16	3:27	C3:39	—
3:36	3:45	4:06	4:16	4:27	C4:39	—
4:36	4:45	5:06	5:16	5:27	C5:39	—

Westbound *Al Oeste* (Approximate Times /*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		CULVER CITY	VENICE	SANTA MONICA
8	7	5	4	3	2	1
Patsaouras Bus Plaza / LA Union Station	Spring & 6th	Venice & Vermont	Venice & La Brea	Culver City E Line Station	Main & Sunset	5th & Santa Monica
4:01A	4:10A	4:25A	4:37A	4:47A	5:08A	5:17A
4:25	4:34	4:49	5:01	5:11	5:32	5:41
4:45	4:54	5:09	5:21	5:31	5:53	6:02
5:04	5:13	5:28	5:40	5:50	6:13	6:22
5:22	5:31	5:47	5:59	6:09	6:33	6:42
5:38	5:47	6:03	6:16	6:26	6:51	7:00
—	6:02	6:19	6:32	6:43	7:09	—
6:05	6:14	6:31	6:45	6:56	7:21	7:31
—	6:24	6:41	6:55	7:06	7:32	—
6:25	6:34	6:51	7:05	7:17	7:42	7:52
—	6:43	7:00	7:15	7:27	7:54	—
6:43	6:53	7:10	7:25	7:37	8:02	8:12
—	7:03	7:20	7:35	7:47	8:14	—
7:02	7:13	7:30	7:45	7:57	8:22	8:32
—	7:23	7:40	7:55	8:07	8:34	—
7:22	7:33	7:50	8:05	8:17	8:42	8:53
—	7:43	8:00	8:15	8:27	8:54	—
7:42	7:53	8:10	8:25	8:38	9:05	9:16
—	8:03	8:20	8:35	8:48	9:16	—
8:02	8:13	8:30	8:45	8:58	9:27	9:38
—	8:22	8:40	8:55	9:08	9:38	—
8:21	8:32	8:50	9:05	9:18	9:47	9:58
—	8:42	9:00	9:15	9:28	9:59	—
8:41	8:52	9:10	9:25	9:38	10:08	10:19
—	9:02	9:20	9:35	9:48	10:19	—
9:00	9:12	9:30	9:45	9:58	10:28	10:40
—	9:22	9:40	9:55	10:08	10:39	—
9:20	9:32	9:50	10:05	10:18	10:49	11:01
—	9:41	9:59	10:15	10:28	11:01	—
9:39	9:51	10:09	10:25	10:38	11:10	11:23
—	10:01	10:19	10:35	10:48	11:24	—
9:58	10:10	10:28	10:45	10:58	11:31	11:45
—	10:20	10:38	10:55	11:08	11:44	—
10:17	10:29	10:48	11:05	11:18	11:52	12:07P
—	10:39	10:58	11:15	11:28	12:04P	—
10:35	10:48	11:07	11:25	11:39	12:13	12:29
—	10:58	11:17	11:35	11:50	12:26	—
10:55	11:08	11:27	11:45	11:59	12:34	12:50
—	11:18	11:37	11:55	12:10P	12:46	—
11:15	11:28	11:47	12:05P	12:20	12:54	1:10
—	11:38	11:57	12:15	12:30	1:06	—
11:34	11:48	12:07P	12:25	12:40	1:14	1:30
—	11:57	12:17	12:35	12:50	1:26	—
11:53	12:07P	12:27	12:45	1:00	1:34	1:50
—	12:17	12:37	12:55	1:10	1:46	—
12:13P	12:27	12:47	1:05	1:20	1:54	2:10
—	12:37	12:57	1:15	1:30	2:06	—
12:33	12:47	1:07	1:25	1:40	2:14	2:30
—	12:56	1:17	1:35	1:50	2:26	—
12:52	1:06	1:27	1:45	2:00	2:34	2:50
—	1:16	1:37	1:55	2:10	2:46	—
1:11	1:25	1:47	2:05	2:20	2:54	3:10
—	1:36	1:57	2:15	2:30	3:06	—
1:31	1:45	2:07	2:25	2:40	3:14	3:30
—	1:56	2:17	2:35	2:50	3:25	—
1:51	2:05	2:27	2:45	3:00	3:33	3:49
—	2:16	2:37	2:55	3:10	3:45	—
2:11	2:25	2:47	3:05	3:20	3:53	4:09
—	2:36	2:57	3:15	3:30	4:05	—
2:31	2:45	3:07	3:25	3:40	4:13	4:29
—	2:56	3:17	3:35	3:50	4:25	—
2:51	3:05	3:27	3:45	4:00	4:33	4:49
—	3:16	3:37	3:55	4:10	4:45	—
3:11	3:25	3:47	4:05	4:20	4:53	5:09
—	3:36	3:57	4:15	4:30	5:04	—
3:31	3:45	4:07	4:25	4:40	5:13	5:29
—	3:56	4:17	4:35	4:50	5:23	—
3:51	4:05	4:27	4:45	5:00	5:33	5:49
—	4:22	4:42	5:00	5:15	5:47	—
4:23	4:37	4:57	5:15	5:30	6:03	6:19
—	4:52	5:12	5:30	5:45	6:17	—
4:53	5:07	5:27	5:45	6:00	6:33	6:49
—	5:22	5:42	6:00	6:14	6:46	—
5:29	5:43	6:03	6:20	6:33	7:04	7:20
5:49	6:03	6:23	6:40	6:53	7:24	7:39
6:09	6:23	6:43	7:00	7:13	7:44	7:59
6:30	6:43	7:03	7:20	7:33	8:04	8:17
6:51	7:04	7:24	7:40	7:53	8:22	8:35
7:12	7:25	7:44	8:00	8:13	8:42	8:55
7:33	7:45	8:04	8:20	8:33	9:02	9:14
7:54	8:06	8:24	8:40	8:53	9:21	9:33
8:14	8:26	8:44	9:00	9:12	9:38	9:49
—	8:48	9:05	9:20	9:32	9:58	10:08
8:57	B9:05	9:27	9:42	9:53	10:18	10:28
9:30	9:40	9:56	10:10	10:21	10:45	10:55
9:57	B10:05	10:27	10:40	10:51	11:15	11:25
10:32	10:41	10:57	11:10	11:21	11:43	11:52
10:57	B11:05	11:27	11:40	11:50	12:11A	12:20A
11:32	11:41	11:56	12:09A	12:19A	12:40	12:49
11:57	B12:05A	12:26A	12:39	12:49	1:10	1:19
12:57A	B1:05	1:26	1:38	1:48	2:09	2:18
—	DB2:05	2:26	2:38	2:48	3:09	3:18
—	DB3:05	3:26	3:38	3:48	4:09	4:18

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	VENICE	CULVER CITY	LOS ANGELES		DOWNTOWN LOS ANGELES	
1	2	3	4	5	6	8
5th & Santa Monica	Main & Sunset	Culver City E Line Station	Venice & La Brea	Venice & Vermont	Main & 7th	Patsaouras Bus Plaza / LA Union Station
4:57A	5:06A	5:27A	5:37A	5:48A	5:59A	6:07A
5:27	5:36	5:57	6:07	6:19	6:32	6:40
5:42	5:51	6:15	6:25	6:38	6:52	7:00
5:59	6:08	6:32	6:43	6:56	7:10	7:18
6:16	6:25	6:50	7:01	7:14	7:28	7:36
6:30	6:40	7:06	7:17	7:30	7:44	7:52
—	6:55	7:21	7:32	7:45	7:59	—
7:00	7:10	7:36	7:47	8:00	8:15	8:24
—	7:24	7:51	8:02	8:16	8:32	—
7:28	7:39	8:06	8:17	8:31	8:46	8:55
—	7:54	8:21	8:32	8:46	9:02	—
7:54	8:05	8:32	8:44	8:58	9:13	9:22
—	8:13	8:42	8:54	9:09	9:26	—
8:12	8:23	8:52	9:04	9:19	9:34	9:43
—	8:32	9:02	9:14	9:29	9:46	—
8:31	8:42	9:12	9:24	9:39	9:54	10:03
—	8:52	9:22	9:34	9:49	10:06	—
8:51	9:02	9:32	9:44	9:59	10:14	10:23
—	9:12	9:42	9:54	10:09	10:26	—
9:11	9:22	9:52	10:04	10:19	10:35	10:45
—	9:32	10:02	10:14	10:29	10:46	—
9:31	9:42	10:12	10:24	10:40	10:56	11:06
—	9:51	10:22	10:34	10:50	11:07	—
9:49	10:00	10:31	10:44	11:00	11:16	11:26
—	10:10	10:41	10:54	11:10	11:27	—
10:09	10:20	10:51	11:04	11:20	11:36	11:46
—	10:29	11:01	11:14	11:30	11:47	—
10:27	10:39	11:11	11:24	11:41	11:57	12:07P
—	10:49	11:21	11:34	11:51	12:08P	—
10:47	10:59	11:31	11:44	12:01P	12:17	12:27
—	11:09	11:41	11:54	12:11	12:28	—
11:07	11:19	11:51	12:04P	12:21	12:37	12:47
—	11:29	12:01P	12:14	12:31	12:48	—
11:26	11:38	12:11	12:24	12:41	12:57	1:07
—	11:48	12:21	12:34	12:51	1:08	—
11:46	11:58	12:31	12:44	1:01	1:17	1:27
—	12:08P	12:41	12:54	1:11	1:28	—
12:06P	12:18	12:51	1:04	1:21	1:37	1:47
—	12:27	1:00	1:14	1:31	1:48	—
12:25	12:37	1:10	1:24	1:41	1:57	2:07
—	12:46	1:20	1:34	1:51	2:08	—
12:44	12:56	1:30	1:44	2:01	2:17	2:27
—	1:06	1:40	1:54	2:11	2:28	—
1:03	1:16	1:50	2:04	2:21	2:37	2:47
—	1:25	2:00	2:14	2:31	2:48	—
1:22	1:35	2:10	2:24	2:41	2:57	3:07
—	1:45	2:20	2:34	2:51	3:08	—
1:42	1:55	2:30	2:44	3:01	3:17	3:27
—	2:05	2:40	2:54	3:11	3:28	—
2:02	2:15	2:50	3:04	3:21	3:37	3:47
—	2:25	3:00	3:14	3:31	3:48	—
2:22	2:35	3:10	3:24	3:41	3:57	4:07
—	2:45	3:20	3:34	3:51	4:08	—
2:42	2:55	3:30	3:44	4:01	4:17	4:27
—	3:05	3:40	3:54	4:11	4:28	—
3:01	3:15	3:50	4:04	4:21	4:37	4:47
—	3:25	4:00	4:14	4:31	4:48	—
3:20	3:34	4:10	4:24	4:41	4:57	5:07
—	3:44	4:20	4:34	4:51	5:07	—
3:40	3:54	4:30	4:44	5:01	5:16	5:26
—	4:04	4:40	4:54	5:11	5:27	—
4:00	4:14	4:50	5:04	5:21	5:36	5:45
—	4:24	5:00	5:14	5:31	5:47	—
4:20	4:34	5:10	5:24	5:41	5:56	6:05
—	4:44	5:20	5:34	5:51	6:07	—
4:40	4:54	5:30	5:44	6:01	6:15	6:24
—	5:04	5:40	5:54	6:11	6:27	—
5:00	5:14	5:50	6:04	6:21	6:35	6:44
—	5:23	6:00	6:14	6:31	6:47	—
5:20	5:34	6:10	6:24	6:41	6:54	7:03
—	5:45	6:20	6:34	6:51	7:06	—
5:42	5:56	6:31	6:45	7:02	7:15	7:24
—	6:10	6:44	6:58	7:15	7:29	—
6:09	6:23	6:57	7:11	7:28	7:41	7:50
—	6:36	7:10	7:24	7:40	7:54	—
6:35	6:49	7:23	7:37	7:53	8:06	8:15
—	7:03	7:36	7:50	8:06	8:22	—
7:04	7:18	7:50	8:04	8:19	8:32	8:41
7:20	7:34	8:05	8:18	8:33	8:46	8:55
7:35	7:49	8:19	8:32	8:47	9:00	9:08
7:50	8:04	8:34	8:47	9:02	9:15	9:23
8:06	8:19	8:49	9:02	9:16	9:29	9:37
8:25	8:37	9:05	9:17	9:31	9:43	9:51
8:41	8:53	9:20	9:32	9:45	9:57	10:05
8:57	9:09	9:35	9:47	10:00	10:12	10:20
9:13	9:25	9:50	10:02	10:15	10:27	10:35
9:28	9:40	10:05	10:17	10:30	10:42	10:50
9:43	9:55	10:20	10:32	10:45	10:57	11:05
10:00	10:12	10:36	10:47	11:00	11:11	11:19
10:16	10:28	10:51	11:02	11:15	11:26	11:34
10:35	10:46	11:09	11:19	11:32	11:43	11:51
10:52	11:03	11:26	11:36	11:49	11:59	12:08A
11:14	11:24	11:47	11:57	12:10A	12:21A	12:29
11:39	11:49	12:12A	12:22A	12:35	12:46	12:54
12:04A	12:14A	12:37	12:47	1:00	C1:12	—
12:30	12:40	1:02	1:12	1:23	C1:35	—
12:57	1:06	1:27	1:37	1:48	C2:00	—
1:22	1:31	1:52	2:02	2:13	C2:25	—
1:51	2:00	2:21	2:31	2:42	C2:54	—
2:36	2:45	3:06	3:16	3:27	C3:39	—
3:36	3:45	4:06	4:16	4:27	C4:39	—
4:36	4:45	5:06	5:16	5:27	C5:39	—

Westbound *Al Oeste* (Approximate Times /*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES		CULVER CITY	VENICE	SANTA MONICA
8	7	5	4	3	2	1
Patsaouras Bus Plaza / LA Union Station	Spring & 4th	Venice & Vermont	Venice & La Brea	Culver City E Line Station	Main & Sunset	5th & Santa Monica
4:01A	4:10A	4:25A	4:37A	4:47A	5:08A	5:17A
4:25	4:34	4:49	5:01	5:11	5:32	5:41
4:45	4:54	5:09	5:21	5:31	5:53	6:02
5:03	5:12	5:27	5:39	5:49	6:12	6:21
5:20	5:29	5:45	5:57	6:07	6:31	6:40
—	5:46	6:02	6:15	6:25	6:51	—
5:54	6:03	6:20	6:33	6:44	7:09	7:19
—	6:18	6:35	6:49	7:00	7:26	—
6:25	6:34	6:51	7:05	7:17	7:42	7:52
—	6:43	7:00	7:15	7:27	7:54	—
6:43	6:53	7:10	7:25	7:37	8:02	8:12
—	7:03	7:20	7:35	7:47	8:14	—
7:02	7:13	7:30	7:45	7:57	8:22	8:32
—	7:23	7:40	7:55	8:07	8:34	—
7:22	7:33	7:50	8:05	8:17	8:42	8:53
—	7:43	8:00	8:15	8:27	8:54	—
7:42	7:53	8:10	8:25	8:38	9:05	9:16
—	8:03	8:20	8:35	8:48	9:16	—
8:02	8:13	8:30	8:45	8:58	9:27	9:38
—	8:22	8:40	8:55	9:08	9:38	—
8:21	8:32	8:50	9:05	9:18	9:47	9:58
—	8:42	9:00	9:15	9:28	9:59	—
8:41	8:52	9:10	9:25	9:38	10:08	10:19
—	9:02	9:20	9:35	9:48	10:19	—
9:00	9:12	9:30	9:45	9:58	10:28	10:40
—	9:22	9:40	9:55	10:08	10:39	—
9:20	9:32	9:50	10:05	10:18	10:49	11:01
—	9:41	9:59	10:15	10:28	11:01	—
9:39	9:51	10:09	10:25	10:38	11:10	11:23
—	10:01	10:19	10:35	10:48	11:24	—
9:58	10:10	10:28	10:45	10:58	11:31	11:45
—	10:20	10:38	10:55	11:08	11:44	—
10:17	10:29	10:48	11:05	11:18	11:52	12:07P
—	10:39	10:58	11:15	11:28	12:04P	—
10:35	10:48	11:07	11:25	11:39	12:13	12:29
—	10:58	11:17	11:35	11:50	12:26	—
10:55	11:08	11:27	11:45	11:59	12:34	12:50
—	11:18	11:37	11:55	12:10P	12:46	—
11:15	11:28	11:47	12:05P	12:20	12:54	1:10
—	11:38	11:57	12:15	12:30	1:06	—
11:34	11:48	12:07P	12:25	12:40	1:14	1:30
—	11:57	12:17	12:35	12:50	1:26	—
11:53	12:07P	12:27	12:45	1:00	1:34	1:50
—	12:17	12:37	12:55	1:10	1:46	—
12:13P	12:27	12:47	1:05	1:20	1:54	2:10
—	12:37	12:57	1:15	1:30	2:06	—
12:33	12:47	1:07	1:25	1:40	2:14	2:30
—	12:56	1:17	1:35	1:50	2:26	—
12:52	1:06	1:27	1:45	2:00	2:34	2:50
—	1:16	1:37	1:55	2:10	2:46	—
1:11	1:25	1:47	2:05	2:20	2:54	3:10
—	1:36	1:57	2:15	2:30	3:06	—
1:31	1:45	2:07	2:25	2:40	3:14	3:30
—	1:56	2:17	2:35	2:50	3:25	—
1:51	2:05	2:27	2:45	3:00	3:33	3:49
—	2:16	2:37	2:55	3:10	3:45	—
2:11	2:25	2:47	3:05	3:20	3:53	4:09
—	2:36	2:57	3:15	3:30	4:05	—
2:31	2:45	3:07	3:25	3:40	4:13	4:29
—	2:56	3:17	3:35	3:50	4:25	—
2:51	3:05	3:27	3:45	4:00	4:33	4:49
—	3:16	3:37	3:55	4:10	4:45	—
3:11	3:25	3:47	4:05	4:20	4:53	5:09
—	3:36	3:57	4:15	4:30	5:04	—
3:31	3:45	4:07	4:25	4:40	5:13	5:29
—	3:56	4:17	4:35	4:50	5:23	—
3:51	4:05	4:27	4:45	5:00	5:33	5:49
—	4:22	4:42	5:00	5:15	5:47	—
4:23	4:37	4:57	5:15	5:30	6:03	6:19
—	4:52	5:12	5:30	5:45	6:17	—
4:53	5:07	5:27	5:45	6:00	6:33	6:49
—	5:22	5:42	6:00	6:14	6:46	—
5:29	5:43	6:03	6:20	6:33	7:04	7:20
5:49	6:03	6:23	6:40	6:53	7:24	7:39
6:09	6:23	6:43	7:00	7:13	7:44	7:59
6:30	6:43	7:03	7:20	7:33	8:04	8:17
6:51	7:04	7:24	7:40	7:53	8:22	8:35
7:12	7:25	7:44	8:00	8:13	8:42	8:55
7:33	7:45	8:04	8:20	8:33	9:02	9:14
7:54	8:06	8:24	8:40	8:53	9:21	9:33
8:14	8:26	8:44	9:00	9:12	9:38	9:49
—	8:48	9:05	9:20	9:32	9:58	10:08
8:57	B9:05	9:27	9:42	9:53	10:18	10:28
9:30	9:40	9:56	10:10	10:21	10:45	10:55
9:57	B10:05	10:27	10:40	10:51	11:15	11:25
10:32	10:41	10:57	11:10	11:21	11:43	11:52
10:57	B11:05	11:27	11:40	11:50	12:11A	12:20A
11:32	11:41	11:56	12:09A	12:19A	12:40	12:49
11:57	B12:05A	12:26A	12:39	12:49	1:10	1:19
12:57A	B1:05	1:26	1:38	1:48	2:09	2:18
—	DB2:05	2:26	2:38	2:48	3:09	3:18
—	DB3:05	3:26	3:38	3:48	4:09	4:18

Metro Line 210

Effective Dec 15 2024

210

Metro Local

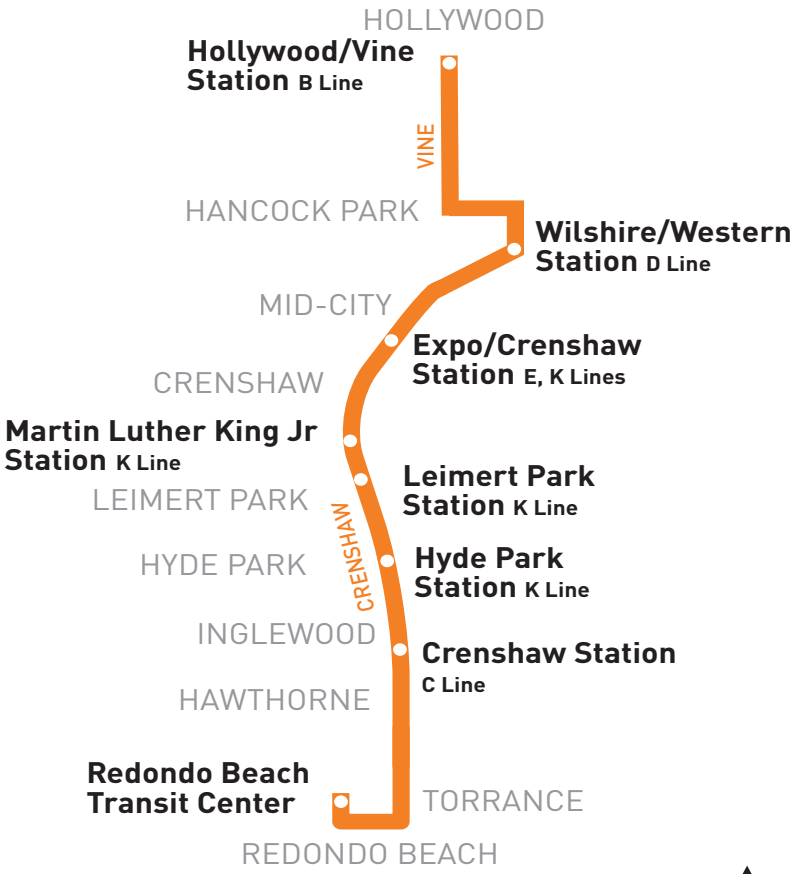
Northbound to Hollywood/Vine Station
Southbound to South Bay/Redondo Beach
via Crenshaw Bl

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711



Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

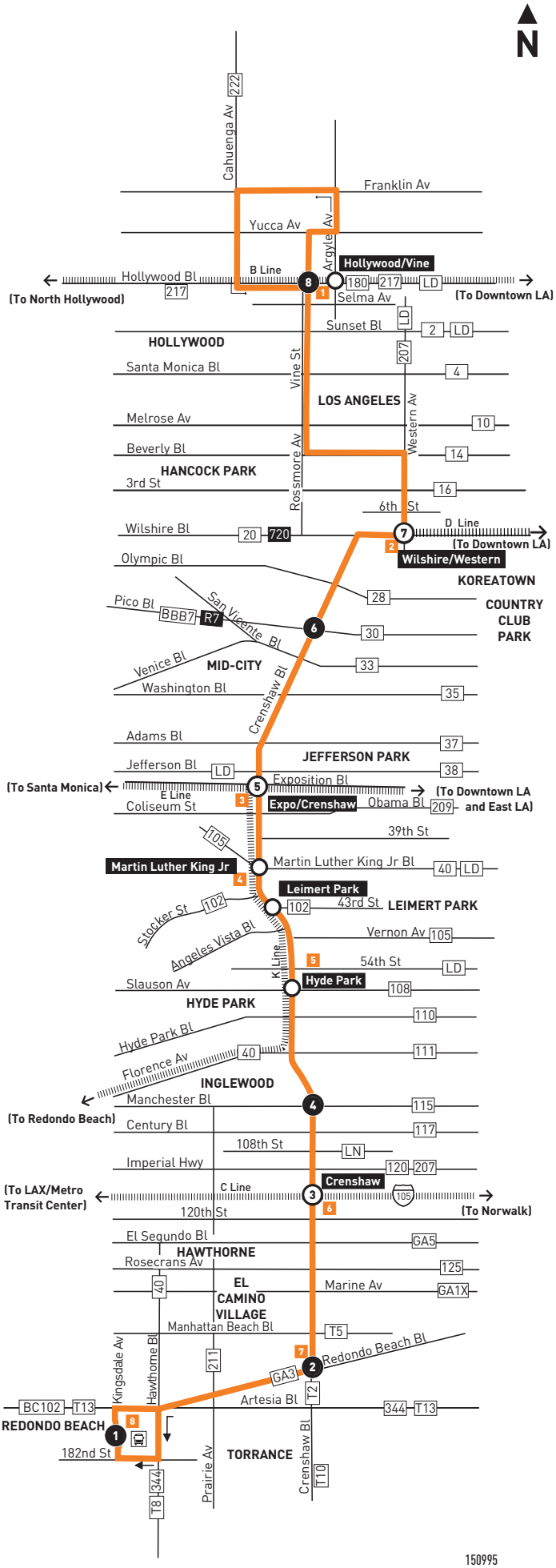
ROUTE MAP

LEGEND

- Line 210 Route
- Metro Rail
- (#) Timepoint
- (#) Metro Rail Station and Timepoint
- ○ Metro Rail Station
- Transit Center
- BBB Santa Monica Big Blue Bus
- BC Beach Cities Transit
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link
- LW Lawndale Beat
- R Rapid
- T Torrance

MAP NOTES

1. **Hollywood/Vine B Line Station**
   Metro 180, 210, 217, 222;
   LD Beachwood Cyn,
   Hollywood, Hollywood/Wilshire
2. **Wilshire/Western D Line Station**
   Metro 18, 20, 66, 207, 210, 720;
   BBB7, R7; LD Hollywood/
   Wilshire, Wilshire Center/Koreatown
3. **Expo/Crenshaw E Line Station**
   Metro 209, 210, K Line; LD Midtown
4. **Baldwin Hills Crenshaw Plaza**
   Metro 40, 105, 210, K Line;
   LD Crenshaw, Leimert/Slauson,
   Midtown
5. **Crenshaw High School**
   Metro 40, 210; LD Leimert/Slauson
6. **Crenshaw C Line Station**
   Metro 207, 209, 210; T10
7. **El Camino College**
   Metro 210; T2, T5, T10
8. **Redondo Beach Transit Center**
   Metro 40, 210, 211, 344;
   BC102; GA3; LW; T2, T8



Monday through Friday

Effective Dec 15 2024

210

Northbound (Approximate Times)

1 REDONDO BEACH	2 TORRANCE	3 HAWTHORNE	4 INGLEWOOD	5 JEFFERSON PARK	6 COUNTRY CLUB PARK	7 KOREATOWN	8 HOLLYWOOD
Redondo Beach Transit Center	Crenshaw & Redondo Beach	Crenshaw Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Wilshire/ Western Station	Vine & Hollywood
—	4:25A	4:35A	4:43A	4:58A	5:07A	5:14A	5:29A
—	4:46	4:56	5:05	5:20	5:29	5:36	5:52
4:55A	5:04	5:14	5:23	5:38	5:47	5:54	—
5:07	5:16	5:26	5:35	5:50	5:59	6:06	6:23
5:17	5:26	5:36	5:46	6:01	6:11	6:18	—
5:25	5:35	5:45	5:55	6:11	6:21	6:28	6:46
5:34	5:44	5:54	6:04	6:21	6:31	6:39	—
5:44	5:54	6:04	6:14	6:31	6:42	6:50	7:08
5:50	6:00	6:11	6:21	6:41	6:52	7:00	—
5:58	6:09	6:20	6:30	6:51	7:03	7:13	7:33
6:07	6:18	6:29	6:40	7:01	7:15	7:25	—
6:14	6:25	6:37	6:48	7:11	7:25	7:35	7:57
6:22	6:33	6:46	6:57	7:21	7:35	7:45	—
6:31	6:42	6:55	7:06	7:31	7:46	7:56	8:18
6:41	6:52	7:05	7:16	7:41	7:56	8:06	—
6:49	7:01	7:14	7:25	7:50	8:05	8:15	8:38
6:59	7:12	7:25	7:36	8:01	8:16	8:26	—
7:08	7:21	7:34	7:46	8:11	8:26	8:36	8:58
7:18	7:31	7:44	7:56	8:21	8:36	8:46	—
7:28	7:41	7:54	8:06	8:31	8:45	8:55	9:16
7:38	7:51	8:04	8:16	8:41	8:55	9:05	—
7:48	8:01	8:15	8:27	8:52	9:06	9:16	9:37
7:58	8:11	8:25	8:37	9:02	9:15	9:25	—
8:08	8:21	8:35	8:47	9:11	9:24	9:34	9:54
8:19	8:32	8:46	8:58	9:21	9:34	9:44	—
8:29	8:42	8:56	9:08	9:31	9:44	9:54	10:15
8:39	8:52	9:06	9:18	9:41	9:54	10:04	—
8:49	9:02	9:16	9:28	9:51	10:04	10:14	10:35
8:59	9:12	9:26	9:38	10:01	10:13	10:23	—
9:09	9:22	9:36	9:48	10:11	10:23	10:33	10:54
9:21	9:34	9:47	9:59	10:21	10:33	10:43	—
9:31	9:44	9:57	10:09	10:31	10:43	10:53	11:14
9:40	9:53	10:06	10:18	10:41	10:53	11:03	—
9:50	10:03	10:16	10:28	10:51	11:03	11:13	11:34
9:59	10:12	10:25	10:38	11:01	11:13	11:23	—
10:09	10:22	10:35	10:48	11:11	11:23	11:33	11:54
10:19	10:32	10:45	10:58	11:21	11:33	11:43	—
10:29	10:42	10:55	11:08	11:31	11:43	11:53	12:14P
10:39	10:52	11:05	11:18	11:41	11:53	12:03P	—
10:49	11:02	11:15	11:28	11:51	12:03P	12:13	12:34
10:59	11:12	11:25	11:38	12:01P	12:13	12:23	—
11:09	11:22	11:35	11:48	12:11	12:23	12:33	12:55
11:19	11:32	11:45	11:58	12:21	12:33	12:43	—
11:29	11:42	11:55	12:08P	12:31	12:43	12:53	1:15
11:39	11:52	12:05P	12:18	12:41	12:53	1:03	—
11:48	12:01P	12:15	12:28	12:51	1:03	1:13	1:35
11:57	12:10	12:24	12:38	1:01	1:13	1:23	—
12:07P	12:20	12:34	12:48	1:11	1:23	1:33	1:55
12:17	12:30	12:44	12:58	1:21	1:33	1:43	—
12:26	12:40	12:54	1:08	1:31	1:44	1:54	2:16
12:36	12:50	1:04	1:18	1:41	1:54	2:04	—
12:44	12:58	1:13	1:27	1:51	2:04	2:14	2:36
12:54	1:08	1:23	1:37	2:01	2:14	2:24	—
1:02	1:16	1:31	1:45	2:10	2:23	2:33	2:55
1:12	1:26	1:41	1:55	2:20	2:33	2:44	—
1:21	1:35	1:50	2:04	2:29	2:43	2:54	3:17
1:30	1:44	1:59	2:13	2:39	2:53	3:05	—
1:39	1:53	2:09	2:23	2:49	3:03	3:15	3:38
1:49	2:03	2:19	2:33	2:59	3:13	3:25	—
1:58	2:12	2:28	2:43	3:09	3:23	3:35	3:58
2:09	2:23	2:39	2:54	3:20	3:34	3:46	—
2:19	2:33	2:49	3:04	3:30	3:44	3:56	4:20
2:30	2:44	3:00	3:15	3:41	3:55	4:07	—
2:40	2:54	3:10	3:25	3:51	4:05	4:17	4:41
2:50	3:05	3:21	3:36	4:02	4:16	4:28	—
3:00	3:15	3:31	3:46	4:12	4:26	4:38	5:02
3:11	3:26	3:42	3:57	4:23	4:37	4:49	—
3:21	3:36	3:52	4:07	4:33	4:47	4:59	5:23
3:32	3:47	4:03	4:18	4:43	4:57	5:09	—
3:44	3:59	4:14	4:29	4:54	5:08	5:20	5:43
3:53	4:08	4:23	4:38	5:03	5:17	5:29	—
4:03	4:18	4:33	4:48	5:13	5:27	5:38	6:01
4:14	4:29	4:44	4:59	5:24	5:38	5:48	—
4:24	4:40	4:55	5:10	5:35	5:49	5:59	6:21
4:35	4:51	5:06	5:21	5:45	5:59	6:09	—
4:45	5:01	5:16	5:31	5:55	6:08	6:18	6:39
4:55	5:11	5:26	5:41	6:05	6:18	6:28	—
5:06	5:22	5:37	5:52	6:16	6:29	6:39	7:00
5:17	5:33	5:48	6:03	6:27	6:40	6:50	—
5:33	5:49	6:04	6:19	6:42	6:55	7:05	7:26
5:49	6:05	6:20	6:35	6:58	7:11	7:21	—
6:09	6:24	6:38	6:52	7:14	7:27	7:37	7:56
6:31	6:44	6:58	7:11	7:32	7:43	7:53	—
6:50	7:03	7:17	7:30	7:50	8:01	8:11	8:29
7:11	7:24	7:38	7:51	8:11	8:22	8:32	8:49
7:34	7:46	8:00	8:13	8:33	8:43	8:52	9:09
7:59	8:11	8:24	8:36	8:56	9:06	9:14	9:31
8:29	8:41	8:53	9:05	9:23	9:33	9:41	9:58
9:04	9:15	9:26	9:36	9:53	10:02	10:09	10:25
9:34	9:45	9:56	10:06	10:23	10:32	10:39	10:55
10:09	10:19	10:29	10:38	10:53	11:02	11:09	11:24
11:03	11:13	11:23	11:32	11:47	11:56	12:03A	12:18A
12:06A	12:15A	12:24A	12:32A	12:47A	12:56A	1:03	1:18

Southbound (Approximate Times)

8 HOLLYWOOD	7 KOREATOWN	6 COUNTRY CLUB PARK	5 JEFFERSON PARK	4 INGLEWOOD	3 HAWTHORNE	2 TORRANCE	1 REDONDO BEACH
Hollywood & Vine	Wilshire/ Western Station	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Station	Crenshaw & Redondo Beach	Redondo Beach Transit Center
4:25A	4:41A	4:47A	4:55A	5:12A	5:21A	5:30A	5:38A
4:57	5:13	5:19	5:27	5:45	5:56	6:07	6:16
5:24	5:41	5:48	5:57	6:15	6:26	6:38	6:49
5:42	5:59	6:07	6:17	6:35	6:46	6:58	7:09
5:55	6:13	6:21	6:31	6:52	7:03	7:15	7:26
—	6:25	6:33	6:44	7:06	7:18	7:30	7:41
6:18	6:38	6:46	6:57	7:20	7:32	7:44	7:55
—	6:49	6:57	7:09	7:32	7:44	7:56	8:07
6:39	7:00	7:09	7:21	7:45	7:57	8:09	8:20
—	7:12	7:21	7:33	7:58	8:10	8:22	8:33
6:59	7:21	7:30	7:43	8:08	8:20	8:32	8:43
—	7:30	7:40	7:53	8:18	8:30	8:42	8:53
7:17	7:40	7:50	8:03	8:28	8:40	8:52	9:03
—	7:50	8:00	8:13	8:38	8:50	9:02	9:13
7:36	8:00	8:10	8:23	8:47	8:59	9:11	9:22
—	8:10	8:20	8:33	8:57	9:09	9:21	9:32
7:56	8:20	8:30	8:43	9:07	9:19	9:31	9:42
—	8:31	8:40	8:53	9:16	9:28	9:40	9:51
8:18	8:41	8:50	9:03	9:25	9:37	9:49	10:00
—	8:52	9:01	9:13	9:35	9:47	9:59	10:10
8:39	9:02	9:11	9:23	9:45	9:57	10:09	10:20
—	9:12	9:21	9:33	9:55	10:07	10:19	10:30
8:59	9:22	9:31	9:43	10:05	10:17	10:29	10:40
—	9:32	9:41	9:53	10:15	10:27	10:39	10:50
9:19	9:42	9:51	10:03	10:25	10:37	10:49	11:00
—	9:52	10:01	10:13	10:35	10:47	10:59	11:10
9:39	10:02	10:11	10:23	10:45	10:57	11:09	11:20
—	10:12	10:21	10:33	10:55	11:07	11:19	11:30
9:58	10:22	10:31	10:43	11:05	11:17	11:29	11:40
—	10:32	10:41	10:53	11:15	11:27	11:39	11:50
10:18	10:42	10:51	11:03	11:26	11:38	11:50	12:01P
—	10:52	11:01	11:13	11:36	11:48	11:59	12:11
10:38	11:02	11:11	11:23	11:47	11:59	12:11P	12:22
—	11:12	11:21	11:33	11:57	12:10P	12:22	12:33
10:58	11:22	11:31	11:43	12:07P	12:20	12:32	12:43
—	11:32	11:41	11:53	12:17	12:30	12:42	12:53
11:18	11:42	11:51	12:03P	12:27	12:40	12:52	1:03
—	11:51	11:59	12:13	12:38	12:51	1:03	1:14
11:37	12:01P	12:10P	12:23	12:48	1:01	1:13	1:24
—	12:11	12:20	12:33	12:58	1:11	1:23	1:34
11:56	12:21	12:30	12:43	1:08	1:21	1:33	1:44
—	12:30	12:40	12:53	1:18	1:31	1:43	1:54
12:15P	12:40	12:50	1:03	1:28	1:41	1:53	2:04
—	12:50	1:00	1:13	1:38	1:51	2:03	2:14
12:35	1:00	1:10	1:23	1:48	2:01	2:14	2:25
—	1:10	1:20	1:33	1:58	2:11	2:24	2:35
12:55	1:20	1:30	1:43	2:08	2:21	2:34	2:45
—	1:30	1:40	1:53	2:19	2:32	2:45	2:56
1:15	1:40	1:50	2:03	2:29	2:42	2:55	3:06
—	1:50	2:00	2:13	2:40	2:53	3:06	3:17
1:36	2:01	2:11	2:24	2:52	3:05	3:18	3:29
—	2:10	2:20	2:33	3:01	3:14	3:27	3:38
1:53	2:19	2:29	2:43	3:11	3:24	3:37	3:48
—	2:29	2:39	2:53	3:22	3:35	3:48	3:59
2:13	2:39	2:49	3:03	3:32	3:45	3:58	4:09
—	2:48	2:58	3:13	3:42	3:55	4:08	4:19
2:30	2:57	3:08	3:23	3:53	4:06	4:19	4:30
—	3:07	3:18	3:33	4:03	4:16	4:29	4:40
2:48	3:16	3:27	3:43	4:14	4:27	4:40	4:51
—	3:26	3:37	3:53	4:24	4:37	4:50	5:01
3:08	3:36	3:47	4:03	4:34	4:47	5:00	5:11
—	3:47	3:58	4:14	4:45	4:58	5:11	5:22
3:29	3:58	4:09	4:25	4:55	5:08	5:21	5:32
—	4:09	4:20	4:36	5:06	5:19	5:32	5:43
3:49	4:19	4:30	4:46	5:16	5:29	5:42	5:53
—	4:30	4:41	4:57	5:26	5:39	5:52	6:03
4:10	4:40	4:51	5:07	5:36	5:49	6:02	6:13
—	4:51	5:02	5:18	5:47	6:00	6:12	6:23
4:31	5:01	5:12	5:28	5:57	6:09	6:21	6:32
—	5:11	5:22	5:38	6:07	6:19	6:31	6:42
4:51	5:21	5:32	5:48	6:16	6:28	6:39	6:50
—	5:31	5:42	5:58	6:25	6:37	6:48	6:59
5:12	5:42	5:53	6:08	6:35	6:47	6:58	7:09
—	5:53	6:04	6:18	6:44	6:56	7:07	7:18
5:34	6:04	6:14	6:28	6:53	7:05	7:16	7:27
—	6:15	6:25	6:38	7:03	7:15	7:26	7:36
5:57	6:26	6:35	6:48	7:13	7:25	7:35	7:45
—	6:41	6:50	7:03	7:28	7:40	7:50	8:00
6:31	6:57	7:06	7:18	7:42	7:54	8:04	8:14
—	7:13	7:22	7:33	7:55	8:06	8:16	8:26
7:07	7:31	7:39	7:49	8:10	8:21	8:31	8:40
7:29	7:51	7:59	8:09	8:30	8:40	8:49	8:58
7:50	8:11	8:19	8:29	8:49	8:59	9:08	9:17
8:17	8:37	8:45	8:54	9:14	9:23	9:32	9:41
8:49	9:08	9:15	9:24	9:43	9:52	10:01	10:09
9:20	9:38	9:45	9:54	10:12	10:21	10:30	10:38
9:52	10:10	10:16	10:24	10:42	10:51	11:00	11:08
10:25	10:43	10:49	10:57	11:15	11:24	11:33	11:41
10:59	11:16	11:22	11:30	11:47	11:55	12:04A	12:12A
11:38	11:54	11:59	12:08A	12:25A	12:33A	12:41	12:49
12:36A	12:51A	12:57A	1:05	1:21	1:29	1:36	1:44
1:36	1:51	1:57	2:05	2:21	2:29	2:36	2:44

Saturday

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Northbound (Approximate Times)

REDONDO BEACH	TORRANCE	HAWTHORNE	INGLEWOOD	JEFFERSON PARK	COUNTRY CLUB PARK	KOREATOWN	HOLLYWOOD
1	2	3	4	5	6	7	8
Redondo Beach Transit Center	Crenshaw & Redondo Beach	Crenshaw Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Wilshire/ Western Station	Vine & Hollywood
—	4:15A	4:25A	4:33A	4:48A	4:57A	5:04A	5:18A
—	4:50	5:00	5:08	5:23	5:32	5:39	5:54
—	5:20	5:30	5:38	5:55	6:04	6:11	6:27
5:43A	5:52	6:02	6:10	6:27	6:37	6:44	7:00
6:00	6:09	6:19	6:27	6:44	6:54	7:01	7:17
6:15	6:24	6:34	6:43	7:00	7:10	7:17	7:33
6:23	6:33	6:43	6:52	7:10	7:20	7:27	—
6:33	6:43	6:53	7:02	7:20	7:30	7:37	7:54
6:43	6:53	7:03	7:12	7:30	7:40	7:47	—
6:53	7:03	7:13	7:22	7:40	7:50	7:57	8:15
7:03	7:13	7:23	7:32	7:50	8:00	8:07	—
7:12	7:22	7:32	7:42	8:00	8:11	8:18	8:37
7:20	7:31	7:41	7:51	8:10	8:21	8:28	—
7:30	7:41	7:51	8:01	8:20	8:31	8:38	8:57
7:40	7:51	8:01	8:11	8:30	8:41	8:48	—
7:50	8:01	8:11	8:21	8:40	8:51	8:58	9:17
7:59	8:10	8:20	8:30	8:50	9:01	9:09	—
8:09	8:20	8:30	8:40	9:00	9:11	9:19	9:38
8:17	8:28	8:39	8:49	9:10	9:21	9:29	—
8:26	8:38	8:49	8:59	9:20	9:31	9:40	10:00
8:36	8:48	8:59	9:09	9:30	9:41	9:50	—
8:46	8:58	9:09	9:19	9:40	9:51	10:00	10:20
8:56	9:08	9:19	9:29	9:50	10:01	10:10	—
9:05	9:17	9:28	9:39	10:00	10:12	10:21	10:41
9:14	9:26	9:38	9:49	10:10	10:22	10:31	—
9:24	9:36	9:48	9:59	10:20	10:32	10:41	11:01
9:34	9:46	9:58	10:09	10:30	10:42	10:51	—
9:44	9:56	10:08	10:19	10:40	10:52	11:01	11:22
9:54	10:06	10:18	10:29	10:50	11:02	11:11	—
10:03	10:15	10:27	10:39	11:00	11:12	11:21	11:42
10:12	10:24	10:36	10:48	11:10	11:22	11:31	—
10:21	10:34	10:46	10:58	11:20	11:32	11:41	12:02P
10:31	10:44	10:56	11:08	11:30	11:43	11:52	—
10:41	10:54	11:06	11:18	11:40	11:53	12:02P	12:23
10:50	11:03	11:15	11:27	11:50	12:03P	12:13	—
10:59	11:12	11:24	11:37	11:59	12:14	12:24	12:46
11:08	11:21	11:33	11:46	12:10P	12:24	12:34	—
11:17	11:30	11:43	11:56	12:20	12:34	12:44	1:06
11:27	11:40	11:53	12:06P	12:30	12:44	12:54	—
11:37	11:50	12:03P	12:16	12:40	12:54	1:04	1:26
11:47	11:59	12:13	12:26	12:50	1:04	1:14	—
11:57	12:10P	12:23	12:36	1:00	1:14	1:24	1:47
12:07P	12:20	12:33	12:46	1:10	1:24	1:34	—
12:17	12:30	12:43	12:56	1:20	1:34	1:44	2:07
12:27	12:40	12:53	1:06	1:30	1:44	1:54	—
12:37	12:50	1:03	1:16	1:40	1:54	2:04	2:27
12:47	1:00	1:13	1:26	1:50	2:04	2:14	—
12:56	1:10	1:23	1:36	2:00	2:14	2:24	2:47
1:06	1:20	1:33	1:46	2:10	2:24	2:34	—
1:16	1:30	1:43	1:56	2:20	2:34	2:44	3:06
1:26	1:40	1:53	2:06	2:30	2:44	2:54	—
1:36	1:50	2:03	2:16	2:40	2:54	3:04	3:26
1:46	2:00	2:13	2:26	2:50	3:04	3:14	—
1:56	2:10	2:23	2:36	3:00	3:14	3:24	3:46
2:06	2:20	2:33	2:46	3:10	3:24	3:34	—
2:17	2:31	2:43	2:56	3:20	3:34	3:44	4:06
2:27	2:41	2:53	3:06	3:30	3:43	3:53	—
2:38	2:52	3:04	3:17	3:40	3:53	4:03	4:25
2:49	3:03	3:15	3:28	3:50	4:03	4:13	—
3:00	3:14	3:26	3:38	4:00	4:13	4:23	4:45
3:10	3:24	3:36	3:48	4:10	4:23	4:33	—
3:19	3:33	3:45	3:57	4:19	4:32	4:42	5:04
3:30	3:44	3:56	4:08	4:30	4:43	4:53	—
3:40	3:54	4:06	4:18	4:40	4:53	5:03	5:25
3:50	4:04	4:16	4:28	4:50	5:03	5:13	—
4:01	4:14	4:26	4:38	5:00	5:13	5:23	5:45
4:11	4:24	4:36	4:48	5:10	5:23	5:33	—
4:21	4:34	4:46	4:58	5:20	5:33	5:43	6:05
4:31	4:44	4:56	5:08	5:30	5:43	5:53	—
4:42	4:55	5:07	5:19	5:40	5:53	6:03	6:24
4:52	5:05	5:17	5:29	5:50	6:03	6:12	—
5:03	5:16	5:28	5:40	6:01	6:14	6:23	—
5:15	5:28	5:40	5:52	6:13	6:26	6:35	6:55
5:29	5:42	5:54	6:06	6:27	6:39	6:48	—
5:45	5:58	6:10	6:22	6:42	6:54	7:03	7:23
6:02	6:15	6:27	6:38	6:58	7:10	7:19	—
6:21	6:34	6:45	6:56	7:15	7:27	7:36	7:54
6:39	6:52	7:03	7:14	7:33	7:44	7:53	—
7:03	7:16	7:27	7:38	7:57	8:07	8:14	8:32
7:30	7:42	7:53	8:04	8:23	8:33	8:40	8:58
8:00	8:12	8:23	8:34	8:53	9:03	9:10	9:27
8:30	8:42	8:53	9:04	9:23	9:33	9:40	9:57
9:04	9:15	9:26	9:36	9:53	10:02	10:09	10:25
9:34	9:45	9:56	10:06	10:23	10:32	10:39	10:55
10:09	10:19	10:29	10:38	10:53	11:02	11:09	11:24
11:03	11:13	11:23	11:32	11:47	11:56	12:03A	12:18A
12:06A	12:15A	12:24A	12:32A	12:47A	12:56A	1:03	1:18

Southbound (Approximate Times)

HOLLYWOOD	KOREATOWN	COUNTRY CLUB PARK	JEFFERSON PARK	INGLEWOOD	HAWTHORNE	TORRANCE	REDONDO BEACH
8	7	6	5	4	3	2	1
Hollywood & Vine	Wilshire/ Western Station	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Station	Crenshaw & Redondo Beach	Redondo Beach Transit Center
4:51A	5:07A	5:13A	5:21A	5:38A	5:46A	5:55A	6:03A
5:19	5:36	5:42	5:50	6:07	6:15	6:24	6:32
5:33	5:50	5:56	6:05	6:22	6:30	6:39	6:47
5:46	6:03	6:10	6:19	6:36	6:44	6:53	7:01
6:00	6:17	6:24	6:33	6:51	6:59	7:09	7:18
6:14	6:31	6:38	6:47	7:05	7:14	7:24	7:34
6:26	6:43	6:50	6:59	7:17	7:26	7:36	7:46
—	6:55	7:02	7:11	7:29	7:39	7:49	7:59
6:47	7:05	7:12	7:21	7:39	7:49	7:59	8:09
—	7:15	7:22	7:31	7:49	7:59	8:09	8:19
7:06	7:24	7:31	7:41	7:59	8:09	8:19	8:29
—	7:34	7:41	7:51	8:09	8:19	8:29	8:40
7:25	7:44	7:51	8:01	8:20	8:30	8:40	8:51
—	7:54	8:01	8:11	8:30	8:41	8:51	9:02
7:45	8:04	8:11	8:21	8:40	8:51	9:01	9:12
—	8:14	8:21	8:31	8:50	9:01	9:12	9:23
8:05	8:24	8:31	8:41	9:00	9:11	9:22	9:33
—	8:34	8:41	8:51	9:10	9:21	9:32	9:43
8:25	8:44	8:51	9:01	9:21	9:32	9:43	9:54
—	8:54	9:01	9:11	9:31	9:42	9:53	10:04
8:45	9:04	9:11	9:21	9:42	9:53	10:04	10:15
—	9:14	9:21	9:31	9:52	10:03	10:14	10:25
9:02	9:23	9:30	9:41	10:02	10:14	10:25	10:36
—	9:32	9:40	9:51	10:12	10:24	10:35	10:46
9:20	9:42	9:50	10:01	10:23	10:35	10:46	10:57
—	9:52	10:00	10:11	10:33	10:45	10:56	11:07
9:40	10:02	10:10	10:21	10:43	10:55	11:06	11:17
—	10:12	10:20	10:31	10:53	11:05	11:16	11:27
9:58	10:21	10:29	10:41	11:03	11:15	11:26	11:37
—	10:31	10:39	10:51	11:13	11:25	11:36	11:48
10:18	10:41	10:49	11:01	11:24	11:36	11:47	11:59
10:26	10:50	10:58	11:11	11:34	11:46	11:57	12:09P
—	10:59	11:08	11:21	11:45	11:57	12:08P	12:20
10:45	11:09	11:18	11:31	11:55	12:07P	12:18	12:30
—	11:19	11:28	11:41	12:05P	12:17	12:28	12:40
11:05	11:29	11:38	11:51	12:15	12:27	12:38	12:50
—	11:39	11:48	12:01P	12:25	12:37	12:48	1:00
11:23	11:49	11:58	12:11	12:36	12:48	12:59	1:11
—	11:59	12:08P	12:21	12:46	12:58	1:09	1:21
11:43	12:09P	12:18	12:31	12:56	1:08	1:19	1:31
—	12:18	12:27	12:41	1:06	1:18	1:29	1:41
12:02P	12:28	12:37	12:51	1:16	1:28	1:39	1:51
—	12:38	12:47	1:01	1:26	1:38	1:49	2:01
12:21	12:48	12:57	1:11	1:36	1:48	1:59	2:11
—	12:58	1:07	1:21	1:46	1:58	2:09	2:21
12:41	1:08	1:17	1:31	1:56	2:08	2:19	2:31
—	1:18	1:27	1:41	2:06	2:18	2:29	2:41
1:00	1:27	1:37	1:51	2:16	2:28	2:39	2:51
—	1:37	1:47	2:01	2:26	2:38	2:49	3:01
1:20	1:47	1:57	2:11	2:36	2:48	2:59	3:11
—	1:57	2:07	2:21	2:46	2:58	3:09	3:21
1:40	2:07	2:17	2:31	2:56	3:08	3:19	3:31
—	2:17	2:27	2:41	3:06	3:18	3:29	3:41
1:59	2:27	2:37	2:51	3:16	3:28	3:39	3:51
—	2:37	2:47	3:01	3:26	3:38	3:49	4:01
2:19	2:47	2:57	3:11	3:36	3:48	3:59	4:10
—	2:57	3:07	3:21	3:46	3:58	4:09	4:20
2:39	3:07	3:17	3:31	3:56	4:08	4:19	4:30
—	3:17	3:27	3:41	4:06	4:18	4:29	4:40
2:58	3:26	3:36	3:50	4:15	4:27	4:38	4:49
—	3:37	3:47	4:01	4:26	4:38	4:49	5:00
3:20	3:47	3:57	4:11	4:35	4:47	4:58	5:09
—	3:57	4:07	4:21	4:45	4:57	5:08	5:19
3:40	4:07	4:17	4:31	4:54	5:06	5:17	5:28
—	4:18	4:28	4:41	5:04	5:16	5:27	5:38
4:02	4:29	4:38	4:51	5:14	5:26	5:37	5:48
—	4:39	4:48	5:01	5:24	5:36	5:47	5:58
4:22	4:49	4:58	5:11	5:34	5:45	5:56	6:07
—	4:59	5:08	5:21	5:44	5:55	6:06	6:17
4:42	5:09	5:18	5:31	5:53	6:04	6:15	6:26
—	5:19	5:28	5:41	6:03	6:14	6:25	6:36
5:02	5:29	5:38	5:51	6:13	6:24	6:35	6:46
—	5:39	5:48	6:01	6:23	6:34	6:44	6:55
5:25	5:51	6:00	6:12	6:34	6:44	6:54	7:05
—	6:02	6:11	6:23	6:45	6:55	7:05	7:16
5:50	6:16	6:25	6:36	6:57	7:07	7:17	7:28
—	6:33	6:41	6:52	7:13	7:23	7:33	7:42
6:29	6:53	7:01	7:12	7:32	7:41	7:51	8:00
6:50	7:13	7:21	7:32	7:52	8:01	8:11	8:20
7:18	7:40	7:48	7:59	8:18	8:27	8:37	8:46
7:51	8:12	8:19	8:29	8:48	8:57	9:06	9:15
8:23	8:43	8:50	8:59	9:18	9:27	9:36	9:45
8:54	9:13	9:20	9:29	9:47	9:56	10:05	10:13
9:25	9:44	9:51	9:59	10:17	10:26	10:35	10:43
9:57	10:15	10:21	10:29	10:47	10:56	11:05	11:13
10:27	10:45	10:51	10:59	11:17	11:26	11:35	11:43
10:59	11:16	11:22	11:30	11:47	11:55	12:04A	12:12A
11:38	11:54	11:59	12:08A	12:25A	12:33A	12:41	12:49
12:36A	12:51A	12:57A	1:05	1:21	1:29	1:36	1:44
1:36	1:51	1:57	2:05	2:21	2:29	2:36	2:44

Sunday and Holidays Schedule

Effective Dec 15 2024

210

Northbound (Approximate Times)

1 REDONDO BEACH	2 TORRANCE	3 HAWTHORNE	4 INGLEWOOD	5 JEFFERSON PARK	6 COUNTRY CLUB PARK	7 KOREATOWN	8 HOLLYWOOD
Redondo Beach Transit Center	Crenshaw & Redondo Beach	Crenshaw Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Wilshire/ Western Station	Vine & Hollywood
| |	4:16A	4:25A	4:33A	4:48A	4:57A	5:04A	5:18A
| |	4:51	5:00	5:08	5:23	5:32	5:39	5:53
| |	5:21	5:30	5:38	5:55	6:04	6:11	6:26
5:44A	5:53	6:02	6:10	6:27	6:36	6:43	6:58
6:00	6:10	6:19	6:27	6:44	6:53	7:00	7:16
6:16	6:26	6:35	6:43	7:00	7:09	7:16	7:32
6:26	6:36	6:45	6:53	7:10	7:19	7:26	—
6:36	6:46	6:55	7:03	7:20	7:29	7:36	7:52
6:46	6:56	7:05	7:13	7:30	7:39	7:46	—
6:56	7:06	7:15	7:23	7:40	7:49	7:56	8:12
7:06	7:16	7:25	7:33	7:50	7:59	8:06	—
7:16	7:26	7:35	7:43	8:00	8:09	8:16	8:32
7:25	7:36	7:45	7:53	8:10	8:19	8:26	—
7:35	7:46	7:55	8:03	8:20	8:29	8:36	8:53
7:45	7:56	8:05	8:13	8:30	8:40	8:47	—
7:54	8:05	8:14	8:22	8:40	8:50	8:57	9:15
8:04	8:15	8:24	8:32	8:50	9:00	9:07	—
8:14	8:25	8:34	8:42	9:00	9:10	9:17	9:35
8:23	8:34	8:44	8:52	9:10	9:20	9:27	—
8:33	8:44	8:54	9:02	9:20	9:30	9:37	9:55
8:42	8:53	9:03	9:12	9:30	9:41	9:48	—
8:51	9:02	9:12	9:21	9:40	9:51	9:58	10:16
9:00	9:11	9:21	9:30	9:50	10:01	10:09	—
9:09	9:20	9:30	9:40	10:00	10:11	10:19	10:37
9:19	9:30	9:40	9:50	10:10	10:21	10:29	—
9:28	9:40	9:50	10:00	10:20	10:31	10:39	10:58
9:38	9:50	10:00	10:10	10:30	10:41	10:49	—
9:47	9:59	10:10	10:20	10:40	10:51	10:59	11:18
9:57	10:09	10:20	10:30	10:50	11:01	11:09	—
10:07	10:19	10:30	10:40	11:00	11:11	11:19	11:38
10:16	10:28	10:39	10:49	11:10	11:21	11:29	—
10:26	10:38	10:49	10:59	11:20	11:31	11:39	11:59
10:35	10:47	10:58	11:09	11:30	11:41	11:49	—
10:45	10:57	11:08	11:19	11:40	11:51	11:59	12:20P
10:55	11:07	11:18	11:29	11:50	12:01P	12:10P	—
11:05	11:17	11:28	11:39	11:59	12:13	12:22	12:43
11:15	11:27	11:38	11:49	12:10P	12:23	12:32	—
11:24	11:37	11:48	11:59	12:20	12:33	12:42	1:03
11:34	11:47	11:58	12:09P	12:30	12:43	12:52	—
11:43	11:56	12:08P	12:19	12:40	12:53	1:02	1:23
11:53	12:06P	12:18	12:29	12:50	1:03	1:12	—
12:02P	12:15	12:27	12:39	1:00	1:13	1:22	1:44
12:12	12:25	12:37	12:49	1:10	1:23	1:32	—
12:22	12:35	12:47	12:59	1:20	1:33	1:42	2:04
12:32	12:45	12:57	1:09	1:30	1:43	1:52	—
12:42	12:55	1:07	1:19	1:40	1:53	2:02	2:24
12:52	1:05	1:17	1:29	1:50	2:03	2:12	—
1:02	1:15	1:27	1:39	2:00	2:13	2:22	2:44
1:12	1:25	1:37	1:49	2:10	2:23	2:32	—
1:22	1:35	1:47	1:59	2:20	2:33	2:42	3:04
1:32	1:45	1:57	2:09	2:30	2:42	2:51	—
1:42	1:55	2:07	2:19	2:40	2:52	3:01	3:23
1:52	2:05	2:17	2:29	2:50	3:02	3:11	—
2:02	2:15	2:27	2:39	3:00	3:12	3:21	3:42
2:12	2:25	2:37	2:49	3:10	3:22	3:31	—
2:22	2:35	2:47	2:59	3:20	3:32	3:41	4:02
2:32	2:45	2:57	3:09	3:30	3:42	3:51	—
2:42	2:55	3:07	3:19	3:40	3:52	4:01	4:22
2:52	3:05	3:17	3:29	3:50	4:02	4:11	—
3:02	3:15	3:27	3:39	4:00	4:12	4:21	4:42
3:12	3:25	3:37	3:49	4:10	4:22	4:31	—
3:22	3:35	3:47	3:59	4:20	4:32	4:41	5:02
3:32	3:45	3:57	4:09	4:30	4:42	4:51	—
3:42	3:55	4:07	4:19	4:40	4:52	5:01	5:21
3:52	4:05	4:17	4:29	4:50	5:02	5:11	—
4:02	4:15	4:27	4:39	5:00	5:11	5:20	5:39
4:12	4:25	4:37	4:49	5:10	5:21	5:30	—
4:22	4:35	4:47	4:59	5:20	5:31	5:40	5:59
4:32	4:45	4:57	5:09	5:30	5:41	5:50	—
4:43	4:56	5:08	5:20	5:40	5:51	6:00	6:19
4:53	5:06	5:18	5:30	5:50	6:01	6:10	—
5:05	5:18	5:30	5:41	6:01	6:12	6:21	—
5:18	5:31	5:43	5:54	6:13	6:24	6:33	6:51
5:32	5:45	5:57	6:08	6:27	6:38	6:47	—
5:47	6:00	6:12	6:23	6:42	6:53	7:02	7:20
6:04	6:17	6:29	6:40	6:58	7:09	7:17	—
6:22	6:35	6:46	6:57	7:15	7:26	7:34	7:52
6:40	6:53	7:04	7:15	7:33	7:44	7:52	—
7:05	7:17	7:28	7:39	7:57	8:07	8:14	8:32
7:31	7:43	7:54	8:05	8:23	8:33	8:40	8:58
8:01	8:13	8:24	8:35	8:53	9:03	9:10	9:27
8:32	8:44	8:55	9:05	9:23	9:33	9:40	9:57
9:04	9:15	9:26	9:36	9:53	10:02	10:09	10:25
9:34	9:45	9:56	10:06	10:23	10:32	10:39	10:55
10:09	10:19	10:29	10:38	10:53	11:02	11:09	11:24
11:03	11:13	11:23	11:32	11:47	11:56	12:03A	12:18A
12:06A	12:15A	12:24A	12:32A	12:47A	12:56A	1:03	1:18

Southbound (Approximate Times)

8 HOLLYWOOD	7 KOREATOWN	6 COUNTRY CLUB PARK	5 JEFFERSON PARK	4 INGLEWOOD	3 HAWTHORNE	2 TORRANCE	1 REDONDO BEACH
Hollywood & Vine	Wilshire/ Western Station	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Station	Crenshaw & Redondo Beach	Redondo Beach Transit Center
4:51A	5:07A	5:13A	5:21A	5:38A	5:46A	5:55A	6:03A
5:20	5:36	5:42	5:50	6:07	6:15	6:24	6:32
5:35	5:51	5:57	6:05	6:22	6:30	6:39	6:47
5:49	6:05	6:11	6:19	6:36	6:44	6:53	7:01
6:03	6:19	6:25	6:33	6:50	6:58	7:07	7:16
6:17	6:33	6:39	6:47	7:04	7:13	7:22	7:31
6:30	6:47	6:53	7:01	7:19	7:28	7:38	7:47
—	6:59	7:05	7:13	7:31	7:40	7:50	7:59
6:54	7:11	7:17	7:25	7:43	7:52	8:02	8:12
—	7:20	7:26	7:35	7:53	8:02	8:12	8:22
7:12	7:30	7:36	7:45	8:03	8:12	8:22	8:32
—	7:40	7:46	7:55	8:14	8:23	8:33	8:43
7:32	7:50	7:56	8:05	8:24	8:33	8:43	8:53
—	7:59	8:06	8:15	8:34	8:43	8:53	9:04
7:50	8:09	8:16	8:25	8:44	8:53	9:03	9:14
—	8:19	8:26	8:35	8:54	9:03	9:13	9:24
8:10	8:29	8:36	8:45	9:04	9:14	9:24	9:35
—	8:39	8:46	8:55	9:15	9:25	9:35	9:46
8:30	8:49	8:56	9:05	9:25	9:35	9:45	9:56
—	8:59	9:06	9:15	9:36	9:46	9:56	10:07
8:50	9:09	9:16	9:25	9:46	9:56	10:06	10:17
—	9:19	9:26	9:35	9:56	10:06	10:16	10:27
9:08	9:28	9:35	9:45	10:06	10:16	10:26	10:37
—	9:38	9:45	9:55	10:16	10:26	10:37	10:48
9:27	9:48	9:55	10:05	10:26	10:37	10:48	10:59
—	9:58	10:05	10:15	10:36	10:47	10:58	11:09
9:46	10:08	10:15	10:25	10:46	10:57	11:08	11:19
—	10:18	10:25	10:35	10:56	11:07	11:18	11:29
10:05	10:27	10:34	10:45	11:06	11:17	11:28	11:39
—	10:37	10:44	10:55	11:17	11:28	11:39	11:50
10:25	10:47	10:54	11:05	11:27	11:38	11:49	11:59
—	10:57	11:04	11:15	11:37	11:48	11:59	12:11P
10:45	11:07	11:14	11:25	11:47	11:58	12:09P	12:21
—	11:17	11:24	11:35	11:57	12:08P	12:19	12:31
11:03	11:26	11:33	11:45	12:07P	12:18	12:29	12:41
—	11:35	11:43	11:55	12:17	12:28	12:39	12:51
11:21	11:45	11:53	12:05P	12:27	12:38	12:49	1:01
—	11:55	12:03P	12:15	12:37	12:48	12:59	1:11
11:41	12:05P	12:13	12:25	12:47	12:58	1:09	1:21
—	12:15	12:23	12:35	12:57	1:08	1:19	1:31
12:01P	12:25	12:33	12:45	1:07	1:18	1:29	1:41
—	12:35	12:43	12:55	1:17	1:28	1:39	1:51
12:21	12:45	12:53	1:05	1:27	1:38	1:49	2:01
12:31	12:55	1:03	1:15	1:37	1:48	1:59	2:10
—	1:05	1:13	1:25	1:47	1:58	2:09	2:20
12:50	1:15	1:23	1:35	1:57	2:08	2:19	2:30
—	1:25	1:33	1:45	2:07	2:18	2:29	2:40
1:10	1:35	1:43	1:55	2:17	2:28	2:39	2:50
—	1:45	1:53	2:05	2:27	2:38	2:49	3:00
1:30	1:55	2:03	2:15	2:37	2:48	2:59	3:10
—	2:05	2:13	2:25	2:47	2:58	3:09	3:20
1:50	2:15	2:23	2:35	2:57	3:08	3:19	3:30
—	2:25	2:33	2:45	3:07	3:18	3:29	3:40
2:10	2:35	2:43	2:55	3:17	3:28	3:39	3:50
—	2:45	2:53	3:05	3:27	3:38	3:49	4:00
2:30	2:55	3:03	3:15	3:37	3:48	3:59	4:10
—	3:05	3:13	3:25	3:47	3:58	4:09	4:20
2:50	3:15	3:23	3:35	3:57	4:08	4:19	4:30
—	3:25	3:33	3:45	4:07	4:18	4:29	4:40
3:10	3:35	3:43	3:55	4:17	4:28	4:38	4:49
—	3:45	3:53	4:05	4:27	4:38	4:48	4:59
3:30	3:55	4:03	4:15	4:36	4:47	4:57	5:08
—	4:05	4:13	4:25	4:45	4:56	5:06	5:17
3:50	4:15	4:23	4:35	4:55	5:06	5:16	5:27
—	4:25	4:33	4:45	5:05	5:16	5:26	5:37
4:10	4:35	4:43	4:55	5:15	5:26	5:36	5:47
—	4:45	4:53	5:05	5:25	5:36	5:46	5:57
4:32	4:56	5:04	5:15	5:35	5:46	5:56	6:07
—	5:06	5:14	5:25	5:45	5:56	6:06	6:17
4:52	5:16	5:24	5:35	5:55	6:06	6:16	6:27
—	5:26	5:34	5:45	6:05	6:16	6:26	6:37
5:12	5:36	5:44	5:55	6:15	6:26	6:36	6:47
—	5:46	5:54	6:05	6:25	6:35	6:45	6:56
5:32	5:56	6:04	6:15	6:35	6:45	6:55	7:06
—	6:06	6:14	6:25	6:44	6:54	7:04	7:15
5:54	6:18	6:26	6:37	6:56	7:06	7:16	7:27
—	6:33	6:41	6:52	7:11	7:21	7:31	7:40
6:32	6:54	7:02	7:12	7:31	7:40	7:50	7:59
6:53	7:14	7:22	7:32	7:51	8:00	8:10	8:19
7:21	7:41	7:49	7:59	8:18	8:27	8:37	8:46
7:52	8:12	8:19	8:29	8:48	8:57	9:06	9:15
8:23	8:43	8:50	8:59	9:18	9:27	9:36	9:45
8:54	9:13	9:20	9:29	9:47	9:56	10:05	10:13
9:25	9:44	9:51	9:59	10:17	10:26	10:35	10:43
9:57	10:15	10:21	10:29	10:47	10:56	11:05	11:13
10:27	10:45	10:51	10:59	11:17	11:26	11:35	11:43
10:59	11:16	11:22	11:30	11:47	11:55	12:04A	12:12A
11:38	11:54	11:59	12:08A	12:25A	12:33A	12:41	12:49
12:36A	12:51A	12:57A	1:05	1:21	1:29	1:36	1:44
1:36	1:51	1:57	2:05	2:21	2:29	2:36	2:44

Santa Monica Big Blue Bus Route 7

7 PICO BLVD


KOREATOWN
WESTERN
Rimpau Transit Center • Metro Bus
CRENSHAW
Wilshire/Western Station • D Line
MULLEN
WILSHIRE
RIMPAU
Los Angeles High School
PICO
OLYMPIC
G
MID CITY
LA BREA
SAN VICENTE
HAUSER
FAIRFAX
LA CIENEGA
AIRDROME
ROBERTSON
F
BAGLEY
BEVERLY DR
E
CENTURY CITY
MONTE MAR
AVENUE OF THE STARS
PICO
One Westside
WESTWOOD BLVD
D
Sepulveda Station • E Line
SEPULVEDA
WEST LOS ANGELES
BUNDY
28TH
STEWART
Santa Monica College Main Campus
18TH
C
LINCOLN
SANTA MONICA BLVD
BROADWAY
COLORADO
OLYMPIC
A
Santa Monica High School
7TH
6TH
PICO
4TH
5TH
MAIN
4TH
B
Third Street Promenade & Santa Monica Place
Civic Center
Downtown Santa Monica Station • E Line
OCEAN AVE
City Hall
Santa Monica Pier & Aquarium
A TIMEPOINT PUNTO DE TIEMPO
SELECT TRIPS ONLY VIAJES DESIGNADOS
METRO RAIL STATION ESTACIÓN DE METRO RAIL
TO BEVERLYWOOD
Select weekday trips serve Beverlywood. See bus schedule for details.
Viajes selectos entre semana sirven a Beverlywood. Ver horario de autobuses para detalles.
NOT TO SCALE

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7TH & OLYMPIC (A)	4TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & 18TH (SANTA MONICA COLLEGE) (C)	PICO & SEPULVEDA (SEPULVEDA STATION) (D)	PICO & ROBERTSON (F)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (H)
5:20	5:23	5:27	5:37	5:46	6:03
5:35	5:38	5:42	5:52	6:01	6:18
5:50	5:53	5:57	6:07	6:16	6:33
6:04	6:07	6:12	6:22	6:31	6:54
6:18	6:21	6:26	6:36	6:45	7:08
6:32	6:35	6:40	6:50	6:59	7:22
6:46	6:49	6:56	7:08	7:21	7:46
7:00	7:03	7:10	7:22	7:35	8:00
7:14	7:17	7:24	7:36	7:49	8:14
7:28	7:32	7:40	7:54	8:07	8:33
THEN SERVICE EVERY 14 MINUTES UNTIL:					
2:42	**2:46**	**2:56**	**3:14**	**3:30**	**4:12**
2:52	**2:56**	**3:07**	**3:27**	**3:44**	**4:25**
3:02	**3:06**	**3:17**	**3:37**	**3:54**	**4:35**
3:12	**3:16**	**3:27**	**3:47**	**4:03** (E)	**4:50**
3:22	**3:26**	**3:37**	**3:57**	**4:14**	**4:55**
3:32	**3:36**	**3:47**	**4:07**	**4:24**	**5:05**
3:42	**3:46**	**3:57**	**4:17**	**4:34**	**5:15**
3:52	**3:56**	**4:07**	**4:27**	**4:44**	**5:25**
4:06	**4:10**	**4:21**	**4:41**	**4:58**	**5:39**
4:20	**4:24**	**4:35**	**4:55**	**5:12**	**5:53**
4:34	**4:38**	**4:49**	**5:09**	**5:26**	**6:07**
4:48	**4:52**	**5:03**	**5:23**	**5:40**	**6:21**
5:02	**5:06**	**5:17**	**5:37**	**5:54**	**6:35**
5:16	**5:20**	**5:31**	**5:51**	**6:08**	**6:49**
5:30	**5:34**	**5:45**	**6:05**	**6:22**	**7:03**
5:44	**5:48**	**5:59**	**6:19**	**6:36**	**7:17**
5:58	**6:02**	**6:13**	**6:33**	**6:50**	**7:31**
6:12	**6:16**	**6:25**	**6:45**	**7:02**	**7:32**
6:26	**6:30**	**6:38**	**6:51**	**7:06**	**7:31**
6:40	**6:44**	**6:52**	**7:05**	**7:20**	**7:45**
6:54	**6:58**	**7:06**	**7:19**	**7:34**	**7:59**
7:08	**7:12**	**7:20**	**7:33**	**7:48**	**8:13**
7:22	**7:26**	**7:34**	**7:47**	**8:02**	**8:27**
7:36	**7:40**	**7:48**	**8:01**	**8:16**	**8:41**
7:50	**7:54**	**8:02**	**8:15**	**8:30**	**8:55**
8:04	**8:08**	**8:14**	**8:24**	**8:37**	**8:59**
8:18	**8:22**	**8:28**	**8:38**	**8:51**	**9:13**
8:32	**8:36**	**8:42**	**8:52**	**9:05**	**9:27**
8:46	**8:50**	**8:56**	**9:06**	**9:19**	**9:41**
9:00	**9:04**	**9:10**	**9:20**	**9:33**	**9:55**
9:15	**9:19**	**9:25**	**9:35**	**9:48**	**10:10**
9:30	**9:34**	**9:40**	**9:50**	**10:03**	**10:25**
9:50	**9:54**	**10:00**	**10:10**	**10:23**	**10:45**
10:10	**10:14**	**10:19**	**10:28**	**10:39**	**11:00**
10:30	**10:34**	**10:39**	**10:48**	**10:59**	**11:20**
11:00	**11:04**	**11:09**	**11:18**	**11:29**	**11:50**

TRIP DEVIATES FROM PICO BLVD. TO SERVE (E) BEVERLYWOOD.
VIAJE SE DESVÍA DE PICO BLVD. PARA SERVIR (E) BEVERLYWOOD.

ALL PM TIMES IN BOLD

WEEKDAY | DURANTE LA SEMANA

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/ WESTERN STATION) (H)	RIMPAU TRANSIT CENTER (G)	PICO & ROBERTSON (F)	PICO & SEPULVEDA (SEPULVEDA STATION) (D)	PICO & 18TH (SANTA MONICA COLLEGE) (C)	7TH & OLYMPIC (A)
5:00	5:07	5:19	5:31	5:38	5:50
5:14	5:21	5:33	5:45	5:52	6:04
5:28	5:35	5:47	5:59	6:06	6:18
5:42	5:49	6:01	6:13	6:23	6:36
5:56	6:04	6:16	6:28	6:38	6:51
6:10	6:17	6:29	6:41	6:51	7:04
6:24	6:31	6:43	6:55	7:05	7:18
6:32	6:42	6:55	7:12	7:25	7:37
6:40	6:49	7:09 (E)	7:19	7:31	7:49
6:47	6:56	7:09	7:26	7:39	7:51
6:56	7:06	7:19	7:36	7:49	8:01
7:00	7:12	7:37 (E)	7:54	8:04	8:19
7:07	7:20	7:42	8:02	8:15	8:27
7:20	7:32	7:54	8:14	8:27	8:39
7:33	7:45	8:07	8:27	8:40	8:52
7:45	7:57	8:19	8:39	8:52	9:04
7:55	8:07	8:32 (E)	8:49	8:59	9:14
8:02	8:14	8:36	8:56	9:09	9:21
THEN SERVICE EVERY 14 MINUTES UNTIL:					
2:33	**2:42**	**2:59**	**3:17**	**3:30**	**3:47**
2:47	**2:56**	**3:13**	**3:31**	**3:44**	**4:01**
3:01	**3:10**	**3:27**	**3:45**	**3:58**	**4:15**
3:15	**3:27**	**3:43**	**4:02**	**4:15**	**4:34**
3:29	**3:41**	**3:57**	**4:16**	**4:29**	**4:48**
3:44	**3:56**	**4:12**	**4:31**	**4:44**	**5:03**
3:59	**4:11**	**4:27**	**4:46**	**4:59**	**5:18**
4:14	**4:26**	**4:42**	**5:01**	**5:14**	**5:33**
4:29	**4:41**	**4:57**	**5:16**	**5:29**	**5:48**
4:44	**4:56**	**5:11**	**5:30**	**5:43**	**5:58**
5:00	**5:12**	**5:27**	**5:46**	**5:59**	**6:14**
5:14	**5:26**	**5:41**	**6:00**	**6:13**	**6:28**
5:29	**5:40**	**5:55**	**6:13**	**6:23**	**6:38**
THEN SERVICE EVERY 15 MINUTES UNTIL:					
8:29	**8:35**	**8:47**	**8:59**	**9:06**	**9:18**
8:44	**8:50**	**9:02**	**9:14**	**9:21**	**9:33**
8:59	**9:05**	**9:17**	**9:29**	**9:36**	**9:48**
9:15	**9:21**	**9:33**	**9:45**	**9:52**	**10:04**
9:35	**9:41**	**9:53**	**10:05**	**10:12**	**10:24**
9:55	**10:01**	**10:13**	**10:25**	**10:32**	**10:44**
10:15	**10:21**	**10:33**	**10:45**	**10:52**	**11:04**
10:55	**11:01**	**11:11**	**11:21**	**11:27**	**11:34**

TRIP DEVIATES FROM PICO BLVD. TO SERVE (E) BEVERLYWOOD.
VIAJE SE DESVÍA DE PICO BLVD. PARA SERVIR (E) BEVERLYWOOD.

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7TH & OLYMPIC (A)	4TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & 18TH (SANTA MONICA COLLEGE) (C)	PICO & SEPULVEDA (SEPULVEDA STATION) (D)	PICO & ROBERTSON (F)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (H)
6:00	6:04	6:08	6:16	6:25	6:50
6:15	6:19	6:23	6:31	6:40	7:05
6:30	6:34	6:38	6:46	6:55	7:20
6:45	6:49	6:53	7:01	7:10	7:35
7:00	7:04	7:08	7:16	7:25	7:50
7:15	7:19	7:23	7:31	7:40	8:05
7:30	7:34	7:38	7:46	7:55	8:20
7:45	7:49	7:53	8:01	8:10	8:35
7:55	7:59	8:03	8:11	8:20	8:45
8:10	8:14	8:18	8:30	8:40	9:05
8:25	8:29	8:33	8:45	8:55	9:20
8:40	8:44	8:48	9:00	9:10	9:35
8:55	8:59	9:03	9:15	9:25	9:50
9:10	9:14	9:18	9:30	9:40	10:05
9:25	9:29	9:33	9:45	9:55	10:20
9:40	9:44	9:48	10:00	10:10	10:35
9:55	9:59	10:03	10:15	10:25	10:50
10:05	10:09	10:17	10:29	10:41	11:10
10:15	10:19	10:27	10:39	10:51	11:20
10:30	10:34	10:42	10:54	11:06	11:35
10:45	10:49	10:57	11:09	11:21	11:50
11:00	11:04	11:12	11:24	11:36	**12:05**
11:15	11:19	11:27	11:39	11:51	**12:20**
11:30	11:34	11:42	11:54	**12:06**	**12:35**
11:45	11:49	11:57	**12:09**	**12:21**	**12:50**
11:55	11:59	**12:07**	**12:19**	**12:31**	**1:00**
12:10	**12:16**	**12:25**	**12:37**	**12:52**	**1:22**
12:25	**12:31**	**12:40**	**12:52**	**1:07**	**1:37**
THEN SERVICE EVERY 15 MINUTES UNTIL:					
5:40	**5:46**	**5:55**	**6:07**	**6:22**	**6:52**
5:55	**6:01**	**6:10**	**6:22**	**6:37**	**7:07**
6:10	**6:16**	**6:24**	**6:36**	**6:48**	**7:15**
6:25	**6:31**	**6:39**	**6:51**	**7:03**	**7:30**
6:40	**6:46**	**6:54**	**7:06**	**7:18**	**7:45**
6:55	**7:01**	**7:09**	**7:21**	**7:33**	**8:00**
7:10	**7:16**	**7:24**	**7:36**	**7:48**	**8:15**
7:30	**7:36**	**7:44**	**7:56**	**8:08**	**8:35**
7:50	**7:56**	**8:04**	**8:16**	**8:28**	**8:55**
8:10	**8:14**	**8:22**	**8:32**	**8:44**	**9:10**
8:30	**8:34**	**8:42**	**8:52**	**9:04**	**9:30**
8:50	**8:54**	**9:02**	**9:12**	**9:24**	**9:50**
9:10	**9:14**	**9:22**	**9:32**	**9:44**	**10:10**
9:30	**9:34**	**9:42**	**9:52**	**10:04**	**10:30**
9:50	**9:54**	**10:02**	**10:12**	**10:24**	**10:50**
10:10	**10:14**	**10:22**	**10:32**	**10:42**	**11:05**
10:30	**10:34**	**10:42**	**10:52**	**11:02**	**11:25**
11:00	**11:04**	**11:12**	**11:22**	**11:32**	**11:55**

ALL PM TIMES IN BOLD

EFFECTIVE DECEMBER 15, 2024

WEEKEND | LOS FINES DE SEMANA

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/ WESTERN STATION) (H)	RIMPAU TRANSIT CENTER (G)	PICO & ROBERTSON (F)	PICO & SEPULVEDA (SEPULVEDA STATION) (D)	PICO & 18TH (SANTA MONICA COLLEGE) (C)	7TH & OLYMPIC (A)
6:00	6:06	6:16	6:26	6:34	6:49
6:15	6:21	6:31	6:41	6:49	7:04
6:30	6:36	6:46	6:56	7:04	7:19
6:45	6:51	7:01	7:11	7:19	7:34
7:01	7:07	7:17	7:27	7:35	7:50
7:16	7:22	7:32	7:42	7:50	8:05
7:31	7:37	7:47	7:57	8:05	8:20
7:46	7:52	8:02	8:12	8:20	8:35
8:01	8:07	8:21	8:33	8:41	9:00
8:16	8:22	8:36	8:48	8:56	9:15
8:31	8:37	8:51	9:03	9:11	9:30
8:46	8:52	9:06	9:18	9:26	9:45
9:01	9:07	9:21	9:33	9:41	10:00
9:16	9:22	9:36	9:48	9:56	10:15
9:31	9:37	9:51	10:03	10:11	10:30
9:46	9:52	10:06	10:18	10:26	10:45
10:01	10:09	10:23	10:35	10:45	11:05
10:16	10:24	10:38	10:50	11:00	11:20
10:31	10:39	10:53	11:05	11:15	11:35
10:46	10:54	11:08	11:20	11:30	11:50
11:01	11:09	11:23	11:35	11:45	**12:05**
11:16	11:24	11:38	11:50	**12:00**	**12:20**
11:31	11:39	11:53	**12:05**	**12:15**	**12:35**
11:46	11:54	**12:08**	**12:20**	**12:30**	**12:50**
THEN SERVICE EVERY 15 MINUTES UNTIL:					
6:01	**6:09**	**6:23**	**6:35**	**6:45**	**7:05**
6:16	**6:24**	**6:38**	**6:50**	**7:00**	**7:20**
6:36	**6:44**	**6:58**	**7:10**	**7:20**	**7:40**
6:56	**7:04**	**7:18**	**7:30**	**7:40**	**8:00**
7:16	**7:24**	**7:38**	**7:50**	**8:00**	**8:20**
7:36	**7:44**	**7:58**	**8:10**	**8:20**	**8:40**
7:56	**8:04**	**8:18**	**8:30**	**8:40**	**9:00**
8:11	**8:17**	**8:31**	**8:41**	**8:49**	**9:05**
8:31	**8:37**	**8:51**	**9:01**	**9:09**	**9:25**
8:51	**8:57**	**9:11**	**9:21**	**9:29**	**9:45**
9:11	**9:17**	**9:31**	**9:41**	**9:49**	**10:05**
9:31	**9:37**	**9:51**	**10:01**	**10:09**	**10:25**
9:51	**9:57**	**10:11**	**10:21**	**10:29**	**10:45**
10:16	**10:22**	**10:32**	**10:42**	**10:48**	**11:00**

Santa Monica Big Blue Bus Rapid 7 Route

PICO BLVD

rapid 7

MONDAY–FRIDAY SERVICE ONLY
SERVICIO SÓLO DE LUNES A VIERNES



WEEKDAY | DURANTE LA SEMANA

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7TH & OLYMPIC (A)	4TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & SEPULVEDA (SEPULVEDA STATION) (C)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (E)
6:40	6:44	7:00	7:37
7:00	7:04	7:20	7:57
7:20	7:24	7:40	8:17
7:40	7:44	8:00	8:37
8:00	8:04	8:24	9:02
8:20	8:24	8:44	9:22
8:40	8:44	9:04	9:42
9:00	9:04	9:24	10:02
9:20	9:24	9:44	10:22
9:40	9:44	10:04	10:42
10:00	10:04	10:24	11:02
10:20	10:24	10:44	11:22
10:40	10:44	11:04	11:42
11:00	11:04	11:24	**12:02**
11:20	11:24	11:44	**12:22**
11:40	11:44	**12:04**	**12:42**
12:00	**12:04**	**12:24**	**1:02**
12:20	**12:24**	**12:44**	**1:22**
12:40	**12:44**	**1:04**	**1:42**
1:00	**1:04**	**1:27**	**2:07**
1:20	**1:24**	**1:47**	**2:27**
1:40	**1:44**	**2:07**	**2:47**
2:00	**2:04**	**2:28**	**3:09**
2:15	**2:19**	**2:43**	**3:24**
2:30	**2:34**	**2:58**	**3:39**
2:45	**2:49**	**3:13**	**3:54**
3:00	**3:04**	**3:39**	**4:27**
3:15	**3:19**	**3:54**	**4:42**
3:30	**3:34**	**4:09**	**4:57**
3:45	**3:49**	**4:24**	**5:12**
4:00	**4:04**	**4:39**	**5:27**
4:15	**4:19**	**4:54**	**5:42**
4:30	**4:34**	**5:09**	**5:57**
4:45	**4:49**	**5:24**	**6:12**
5:00	**5:04**	**5:39**	**6:27**
5:20	**5:24**	**5:59**	**6:47**
5:40	**5:44**	**6:15**	**7:02**
6:02	**6:06**	**6:37**	**7:24**
6:23	**6:27**	**6:58**	**7:45**
6:50	**6:54**	**7:12**	**7:47**

RAPID 7 DOES NOT OPERATE ON WEEKENDS OR THE FOLLOWING HOLIDAYS:
RAPID 7 NO OPERA LOS FINES DE SEMANA, NI EN LOS SIGUIENTES DÍAS FESTIVOS:

NEW YEAR'S DAY
MARTIN LUTHER KING JR. DAY
PRESIDENTS' DAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
THANKSGIVING DAY
CHRISTMAS DAY

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/ WESTERN STATION) (E)	RIMPAU TRANSIT CENTER (D)	PICO & SEPULVEDA (SEPULVEDA STATION) (C)	7TH & OLYMPIC (A)
5:59	6:07	6:30	6:53
6:15	6:23	6:46	7:09
6:30	6:38	7:01	7:24
6:45	6:53	7:16	7:39
7:00	7:10	7:35	8:04
7:15	7:28	8:06	8:34
7:30	7:43	8:21	8:49
7:45	7:58	8:36	9:04
8:03	8:16	8:53	9:19
8:18	8:31	9:08	9:34
8:30	8:43	9:20	9:46
8:45	8:58	9:35	10:01
9:05	9:15	9:47	10:11
9:25	9:35	10:07	10:31
9:45	9:54	10:24	10:46
10:05	10:14	10:44	11:06
10:25	10:34	11:04	11:26
10:45	10:54	11:24	11:46
11:05	11:14	11:44	**12:06**
11:25	11:34	**12:04**	**12:26**
11:45	11:54	**12:24**	**12:46**
12:05	**12:14**	**12:44**	**1:06**
12:25	**12:34**	**1:04**	**1:26**
12:45	**12:54**	**1:24**	**1:46**
1:05	**1:14**	**1:44**	**2:06**
1:25	**1:34**	**2:04**	**2:26**
1:45	**1:54**	**2:24**	**2:46**
2:05	**2:15**	**2:46**	**3:16**
2:25	**2:35**	**3:06**	**3:36**
2:45	**2:55**	**3:26**	**3:56**
3:05	**3:15**	**3:46**	**4:16**
3:25	**3:35**	**4:06**	**4:36**
3:45	**3:54**	**4:29**	**4:51**
4:05	**4:14**	**4:49**	**5:11**
4:28	**4:37**	**5:03**	**5:21**
4:53	**5:02**	**5:28**	**5:46**
5:18	**5:27**	**5:53**	**6:11**
5:43	**5:52**	**6:18**	**6:36**
6:08	**6:17**	**6:43**	**7:01**

RAPID 7 DOES NOT OPERATE ON WEEKENDS OR THE FOLLOWING HOLIDAYS:
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NEW YEAR'S DAY
MARTIN LUTHER KING JR. DAY
PRESIDENTS' DAY
MEMORIAL DAY
INDEPENDENCE DAY
LABOR DAY
THANKSGIVING DAY
CHRISTMAS DAY

ALL PM TIMES IN BOLD

EFFECTIVE DECEMBER 15, 2024

APPENDIX B

PROJECT COMPATABILITY WITH CITY TRANSPORTATION PLANS AND POLICIES CHECKLIST

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

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

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

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

☒ Yes ☐ No

No right-of-way dedications or roadway widenings are required along the Pico Boulevard, Crenshaw Boulevard, or Victoria Avenue frontages of the project site; a 4-foot right-of-way dedication is required along the alley bordering the northeastern edge of the project site

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? [X] Yes [ ] No

Project site fronts Pico Boulevard (Avenue I), Crenshaw Boulevard (Avenue II), and Victoria Avenue (Local Street - Standard), and is zoned C4-1-O

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. [X] Yes [ ] No [ ] N/A

A 4-foot right-of-way dedication is required along project frontage of site-adjacent alley; no right-of-way dedications or roadway widenings required along other site frontages

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

The project will provide the required 4-foot right-of-way dedication along the site-adjacent alley at the northeastern edge of the project

[X] Yes [ ] No [ ] N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

The project will provide the required 4-foot right-of-way dedication along the alley [ ] **Yes** [ ] **No** [X] N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

(All dimensions noted below represent distances from roadway centerline to project site property line unless otherwise indicated)

	Existing	Required	Proposed
Frontage 1 Existing PROW'/Curb' : (Pico Boulevard) (Avenue I)	50'/35' Sidewalk: 15' (Adjacent to Site)	50'/35' Sidewalk: 15' (Adjacent to Site)	50'/35' Sidewalk: 15' (Adjacent to Site)
Frontage 2 Existing PROW'/Curb' : (Crenshaw Boulevard) (Avenue II)	45'/35' Sidewalk: 10' (Adjacent to Site)	43'/28' Sidewalk: 15' (Adjacent to Site)	45'/35' Sidewalk: 10' (Adjacent to Site)
Frontage 3 Existing PROW'/Curb' : (Victoria Avenue) (Local Street - Standard)	35'/20' Sidewalk: 15' (Adjacent to Site)	35'/20' Sidewalk: 12' (Adjacent to Site)	35'/20' Sidewalk: 15' (Adjacent to Site)
Frontage 4 Existing PROW'/Curb' : (alley)	6'/6'	10'/10'	10'/6'

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network Yes (Crenshaw Boulevard; "Comprehensive")
- Bicycle Enhanced Network No
- Bicycle Lane Network Yes (Crenshaw Boulevard; "Tier 2")
- Pedestrian Enhanced District Yes (Pico Boulevard and Crenshaw Boulevard)
- Neighborhood Enhanced Network No

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? No

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway, No (but will provide required 4-foot right-of-way dedication on alley)
- narrowing the sidewalk, No
- adding space for vehicle turn outs or loading areas, No
- removing bicycle lanes, bike share stations, or bicycle parking No
- modifying existing bus stop, transit shelter, or other street furniture No
- paving, narrowing, shifting or removing an existing parkway or tree well No

[X] **Yes** [ ] No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or No
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or No

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or No
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or Yes; loading area driveway on Crenshaw Boulevard (Avenue II) approximately 92' N/O Pico Boulevard
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or No
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk No

[X] **Yes** [ ] No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Primary site driveway along Victoria Avenue (Local Street - Standard) is consistent with LADOT Driveway Design Guidelines

[ ] **Yes** [X] No [ ] N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

(Project site driveway does not conflict with LADOT Driveway Design Guidelines)

☐ **Yes** ☐ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor? (Proposed project includes approximately 17,557 sq. ft. of ground floor commercial area)

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☒ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☒ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☒ Yes ☐ No ☐ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

APPENDIX C

LADOT VMT CALCULATOR THRESHOLD T-2.1 “SCREENING” WORKSHEET

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

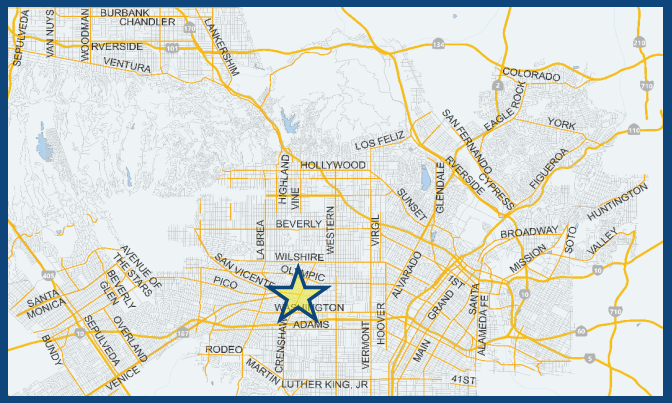
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Pico/Crenshaw Mixed-Use

Scenario: VMT Screening Evaluations

Address: 4201 W PICO BLVD, 90019



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
		DU

☐ 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
		ksf
Housing | Multi-Family	187	DU
Housing | Affordable Housing - Family	35	DU
Retail | Supermarket	10.785	ksf
Retail | General Retail	6.772	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,120 Daily Vehicle Trips
0 Daily VMT	12,884 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,120 Net Daily Trips
The net increase in daily VMT ≤ 0	12,884 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	17.557 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/6/2025

APPENDIX D

LADOT VMT CALCULATOR THRESHOLD T-2.1 DAILY TRIP AND VMT CALCULATIONS

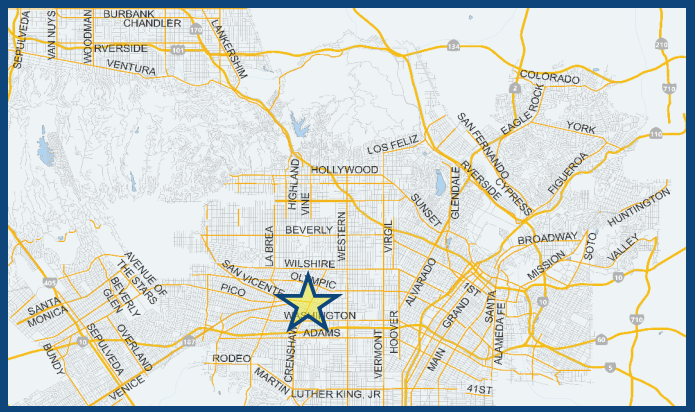
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: Pico/Crenshaw Mixed-Use

Scenario: VMT Impact Evaluations

Address: 4201 W PICO BLVD, 90019



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	187	DU
Housing | Affordable Housing - Family	35	DU
Retail | Supermarket	10.785	ksf
Retail | General Retail	6.772	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply — ☑ Proposed Prj ☐ Mitigation

459 city code parking provision for the project site

169 actual parking provision for the project site

Unbundle Parking — ☐ Proposed Prj ☐ Mitigation

monthly parking cost (dollar) for the project site

Parking Cash-Out — ☐ Proposed Prj ☐ Mitigation

percent of employees eligible

Price Workplace Parking — ☐ Proposed Prj ☐ Mitigation

daily parking charge (dollar)

percent of employees subject to priced parking

Residential Area Parking Permits — ☐ Proposed Prj ☐ Mitigation

cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,844 Daily Vehicle Trips	**1,844** Daily Vehicle Trips
11,203 Daily VMT	**11,203** 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?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

5/6/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	187	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	35	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	6.772	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	10.785	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: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

Analysis Results			
Total Employees: 57 Total Population: 531			
Proposed Project		***With Mitigation***	
1,844	**Daily Vehicle Trips**	**1,844**	**Daily Vehicle Trips**
11,203	**Daily VMT**	**11,203**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	459	459
		Actual parking provision (spaces)	169	169
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

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	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: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 6, 2025
Project Name: Pico/Crenshaw Mixed-Use
Project Scenario: VMT Impact Evaluations
Project Address: 4201 W PICO BLVD, 90019

Version 1.5

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	197	-18.3%	161	8.0	1,576	1,288
Home Based Other Production	546	-30.0%	382	5.8	3,167	2,216
Non-Home Based Other Production	560	-2.7%	545	7.1	3,976	3,870
Home-Based Work Attraction	82	-23.2%	63	7.0	574	441
Home-Based Other Attraction	960	-36.1%	613	4.9	4,704	3,004
Non-Home Based Other Attraction	367	-3.0%	356	5.8	2,129	2,065

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	140	1,120	-13.0%	140	1,120
Home Based Other Production	-13.0%	332	1,927	-13.0%	332	1,927
Non-Home Based Other Production	-13.0%	474	3,365	-13.0%	474	3,365
Home-Based Work Attraction	-13.0%	55	383	-13.0%	55	383
Home-Based Other Attraction	-13.0%	533	2,612	-13.0%	533	2,612
Non-Home Based Other Attraction	-13.0%	310	1,796	-13.0%	310	1,796

MXD VMT Methodology Per Capita & Per Employee

Total Population: 531
Total Employees: 57
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,047**	**3,047**
Total Home Based Work Attraction VMT	**383**	**383**
Total Home Based VMT Per Capita	**5.7**	**5.7**
Total Work Based VMT Per Employee	**N/A**	**N/A**

APPENDIX E

PROPOSED PROJECT
TRIP GENERATION RATES, ASSUMPTIONS, AND CALCULATIONS

Project Description and Trip Generation Rates and Assumptions

Table E-1(a)
4201 W. Pico Boulevard Mixed-Use Project
Trip Generation Rates and Assumptions

Project Description

Proposed Project

Residential Component

187	-unit	"Market-Rate" Residential Units
35	-unit	"Affordable" (18 Very Low and 17 Moderate Income) Residential Units
222	-unit	Total Residential (includes approx. 15.8% "affordable" units)

Retail/Commercial Components

10,785	sq. ft.	Supermarket
6,772	sq. ft.	General Retail (Total of Various Spaces)
17,557	sq. ft.	Total Proposed Retail/Commercial (includes 556 sq. ft. of unleasable commercial trash/recycling areas)

Existing Site Use (Removed)

1,350	sq. ft.	Check Cashing/Loan Business
		Various Other On-Site Structures (sizes unknown - all vacant)

Project and Existing Uses Trip Generation Rates and Assumptions:

Residential Components

Multifamily Housing (Mid-Rise) - per dwelling unit (ITE Land Use 221)

Daily Trips: T = 4.54 (U)
AM Peak Hour: T = 0.37 (U); I/B = 23%, O/B = 77%
PM Peak Hour: T = 0.39 (U); I/B = 61%, O/B = 39%

Affordable Housing (Family - Inside TPA Area) - per dwelling unit (Table 3.3-2, LADOT *Transportation Assessment Guidelines* , August 2022)

Daily Trips: T = 4.16 (U)
AM Peak Hour: T = 0.49 (U); I/B = 37%, O/B = 63%
PM Peak Hour: T = 0.35 (U); I/B = 56%, O/B = 44%

Retail/Commercial Components

Supermarket - per 1,000 sq. ft. of floor area (ITE Land Use 850)

Daily Trips: T = 93.84 (A)
AM Peak Hour: T = 2.86 (A); I/B = 59%, O/B = 41%
PM Peak Hour: T = 8.95 (A); I/B = 50%, O/B = 50%

Strip Retail Plaza (<40k) - per 1,000 sq. ft. of floor area (ITE Land Use 822)

Daily Trips: T = 54.45 (A)
AM Peak Hour: T = 2.36 (A); I/B = 60%, O/B = 40%
PM Peak Hour: T = 6.59 (A); I/B = 50%, O/B = 50%

Where: T = Trip Ends; U = Number of Residential Units; A = Building Area in 1,000 sq. ft.; I/B = Inbound Trip Percentage; O/B = Outbound Trip Percentage

* Note:
All trip rates and information from 11th Ed. ITE *Trip Generation* unless otherwise noted.

Table E-1(a) (continued)
4201 W. Pico Boulevard Mixed-Use Project
Trip Generation Rates and Assumptions

Trip Generation Adjustments:

Proposed Uses

Market-Rate Residential:	Total reductions of 10% daily, 1% AM peak hour, 19% PM peak hour due to internal capture with supermarket Total reductions of 5% daily, 1% AM peak hour, 9% PM peak hour due to internal capture with general retail 10% total reduction in trips due to transit use by project residents *(including public transit and Uber/Lyft, taxis, etc.)*
"Affordable" Residential:	Total reductions of 10% daily, 1% AM peak hour, 19% PM peak hour due to internal capture with supermarket Total reductions of 5% daily, 1% AM peak hour, 9% PM peak hour due to internal capture with general retail 20% total reduction in trips due to transit use by project residents *(including public transit and Uber/Lyft, taxis, etc.)* *[no trip adjustments - assumed as intrinsic to trip generation calculations]*
Supermarket:	Total reductions of 10% daily, 3% AM peak hour, 18% PM peak hour due to internal capture with residential components 25% reduction in trips due to pedestrian ("walk-in") patronage by (non-project) area residents
Retail:	Total reductions of 11% daily, 5% AM peak hour, 18% PM peak hour due to internal capture with residential components 20% reduction in trips due to pedestrian ("walk-in") patronage by (non-project) area residents

National Cooperative Highway Research Program ("NCHRP") "Internal Capture" Worksheets

AM Peak Hour

Residential-with-Supermarket

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Pico/Crenshaw Mixed-Use	**Organization:**	Hirsch/Green Transportation Consulting, Inc.
Project Location:	4201 W. Pico Boulevard	**Performed By:**	
Scenario Description:	Project Residential and Supermarket	**Date:**	5/6/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	850	10,785		31	18	13
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		222	86	22	64
Hotel				0		
All Other Land Uses[2]				0		
				117	40	77

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	117	40	77
Internal Capture Percentage	2%	3%	1%
External Vehicle-Trips[5]	115	39	76
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	2%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Pico/Crenshaw Mixed-Use
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	18	18	1.00	13	13
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	22	22	1.00	64	64
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		2	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	13	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	17	18	17	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	22	22	22	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	13	13	13	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	63	64	63	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Residential-with-General Retail

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Pico/Crenshaw Mixed-Use	**Organization:**	Hirsch/Green Transportation Consulting, Inc.
Project Location:	4201 W. Pico Boulevard	**Performed By:**	
Scenario Description:	Project Residential and General Retail	**Date:**	5/6/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	6,772		16	10	6
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		222	86	22	64
Hotel				0		
All Other Land Uses[2]				0		
				102	32	70

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	102	32	70
Internal Capture Percentage	2%	3%	1%
External Vehicle-Trips[5]	100	31	69
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	2%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Pico/Crenshaw Mixed-Use
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	10	10	1.00	6	6
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	22	22	1.00	64	64
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	13	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	9	10	9	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	22	22	22	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	6	6	6	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	63	64	63	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

PM Peak Hour

Residential-with-Supermarket

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Pico/Crenshaw Mixed-Use	**Organization:**	Hirsch/Green Transportation Consulting, Inc.
Project Location:	4201 W. Pico Boulevard	**Performed By:**	
Scenario Description:	Project Residential and Supermarket	**Date:**	5/6/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	850	10,785		97	49	48
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		222	85	52	33
Hotel				0		
All Other Land Uses[2]				0		
				182	101	81

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	12	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	182	101	81
Internal Capture Percentage	19%	17%	21%
External Vehicle-Trips[5]	148	84	64
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	25%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	23%	15%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Pico/Crenshaw Mixed-Use
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	49	49	1.00	48	48
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	52	52	1.00	33	33
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		14	2	12	2
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	0	0	2	0
Retail	0		0	0	24	0
Restaurant	0	25		0	8	0
Cinema/Entertainment	0	2	0		2	0
Residential	0	5	0	0		0
Hotel	0	1	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	44	49	44	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	12	40	52	40	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	12	36	48	36	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	28	33	28	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Residential-with-General Retail

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Pico/Crenshaw Mixed-Use	**Organization:**	Hirsch/Green Transportation Consulting, Inc.
Project Location:	4201 W. Pico Boulevard	**Performed By:**	
Scenario Description:	Project Residential and General Retail	**Date:**	5/6/225
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	6,772		45	23	22
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		222	85	52	33
Hotel				0		
All Other Land Uses[2]				0		
				130	75	55

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	6	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	130	75	55
Internal Capture Percentage	12%	11%	15%
External Vehicle-Trips[5]	114	67	47
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	12%	6%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Pico/Crenshaw Mixed-Use
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	23	23	1.00	22	22
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	52	52	1.00	33	33
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		6	1	6	1
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	2	0
Retail	0		0	0	24	0
Restaurant	0	12		0	8	0
Cinema/Entertainment	0	1	0		2	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	21	23	21	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	46	52	46	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	6	16	22	16	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	31	33	31	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Trip Generation Calculations

Table E-1(b)
4201 W. Pico Boulevard Mixed-Use Project
Trip Generation Estimates

Project Trip Generation Estimates:

Size/Use	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Project							
Residential Component							
187 -unit "Market-Rate" Residential Units	849	16	53	69	45	28	73
Less Internal Capture Trips (With Supermarket) [1]	(85)	0	(1)	(1)	(10)	(4)	(14)
Less Internal Capture Trips (With General Retail) [2]	(38)	0	(1)	(1)	(4)	(1)	(5)
Less 10% Transit/Ride Hailing Services Utilization	(73)	(2)	(5)	(7)	(3)	(2)	(5)
Total Proposed Market-Rate Residential Trips	*653*	*14*	*46*	*60*	*28*	*21*	*49*
35 -unit "Affordable" Residential Units	146	6	11	17	7	5	12
Less Internal Capture Trips (With Supermarket) [1]	(15)	0	0	0	(2)	(1)	(3)
Less Internal Capture Trips (With General Retail) [2]	(7)	0	0	0	(1)	0	(1)
Total Proposed "Affordable" Residential Trips	*124*	*6*	*11*	*17*	*4*	*4*	*8*
Total Proposed Residential Component Trips	***777***	***20***	***57***	***77***	***32***	***25***	***57***
Commercial/Retail Components							
10,785 sq. ft. Supermarket	1,012	18	13	31	49	48	97
Less Internal Capture Trips (Project Residents) [3]	(101)	(1)	0	(1)	(5)	(12)	(17)
Less 25% Walk-in Patronage (Local Area Residents)	(228)	(5)	(3)	(8)	(10)	(10)	(20)
Total Proposed Supermarket Trips	*683*	*12*	*10*	*22*	*34*	*26*	*60*
6,772 sq. ft. General Retail (Total of Various Spaces)	369	10	6	16	23	22	45
Less Internal Capture Trips (Project Residents) [4]	(41)	(1)	0	(1)	(2)	(6)	(8)
Less 20% Walk-in Patronage (Local Area Residents)	(66)	(2)	(1)	(3)	(4)	(3)	(7)
Total Proposed General Retail Trips	*262*	*7*	*5*	*12*	*17*	*13*	*30*
Total Proposed Commercial/Retail Vehicular Trips	**945**	**19**	**15**	**34**	**51**	**39**	**90**
Total Proposed Project Trips	**1,722**	**39**	**72**	**111**	**83**	**64**	**147**
Existing Uses (Removed)							
1,350 sq. ft. Check Cashing/Loan Business	- - - - - - - - - - - - - - - - - negligible - - - - - - - - - - - - - - - - -						
Various Other On-Site Structures (sizes unknown - all vacant)	n/a	- - - - - - n/a - - - - - -			- - - - - - n/a - - - - - -		
Total Net New Site-Related (Project) Trips	**1,722**	**39**	**72**	**111**	**83**	**64**	**147**

Notes:

[1] Per NCHRP Report 684, internal capture estimated at 10% for Daily, 1% for AM peak hour, and 19% for PM peak hour conditions

[2] Per NCHRP Report 684, internal capture estimated at 5% for Daily, 1% for AM peak hour, and 9% for PM peak hour conditions

[3] Per NCHRP Report 684, internal capture estimated at 10% for Daily, 3% for AM peak hour, and 18% for PM peak hour conditions

[4] Per NCHRP Report 684, internal capture estimated at 11% for Daily, 5% for AM peak hour, and 18% for PM peak hour conditions

APPENDIX F

PROPOSED PROJECT COMPONENT
"AREA-WIDE" INTERSECTION-LEVEL TRIP ASSIGNMENT PERCENTAGES

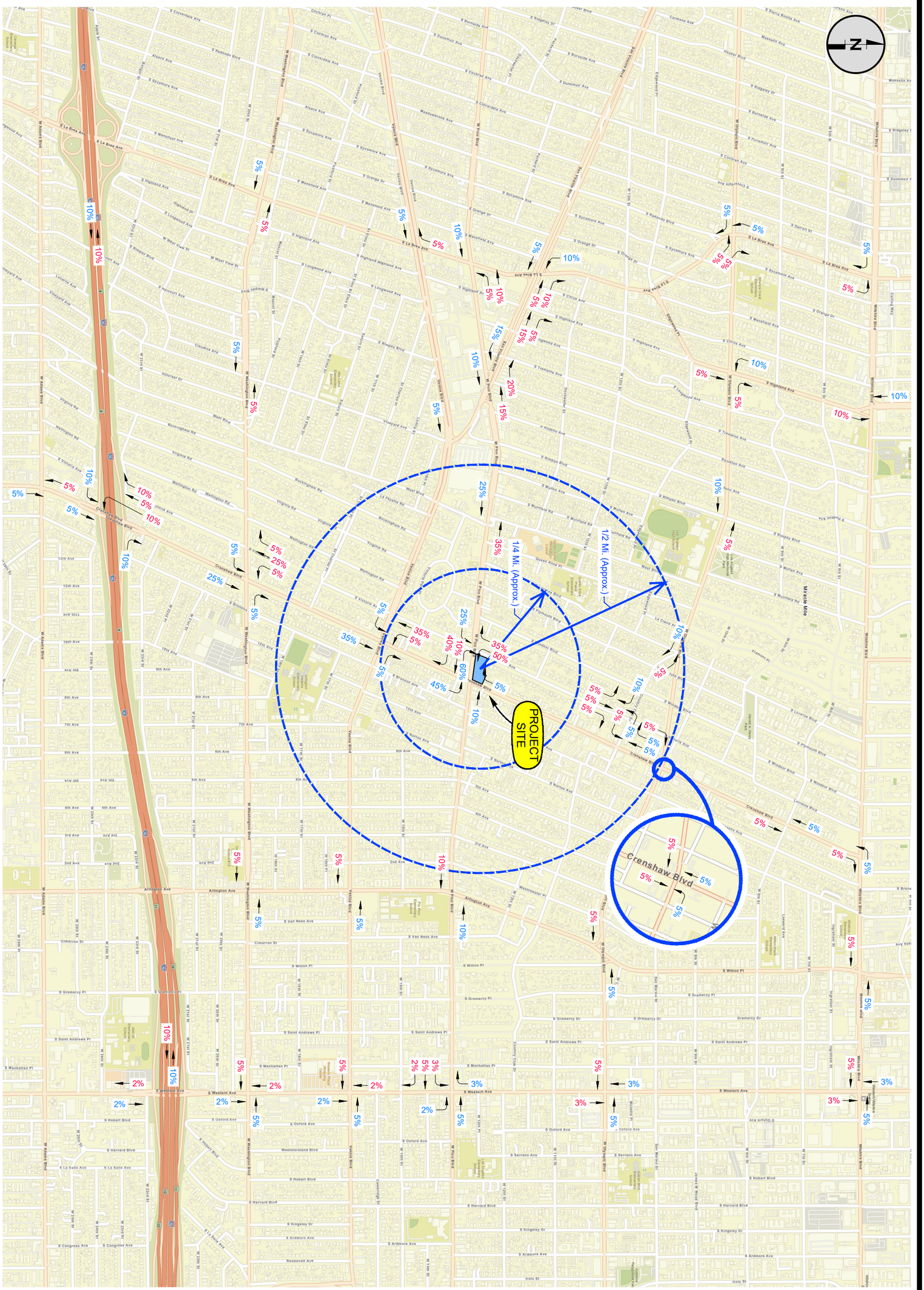


FIGURE F-1

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRIP ASSIGNMENT PERCENTAGES
RESIDENTIAL COMPONENT

Hirsch/Green Transportation Consulting, Inc.

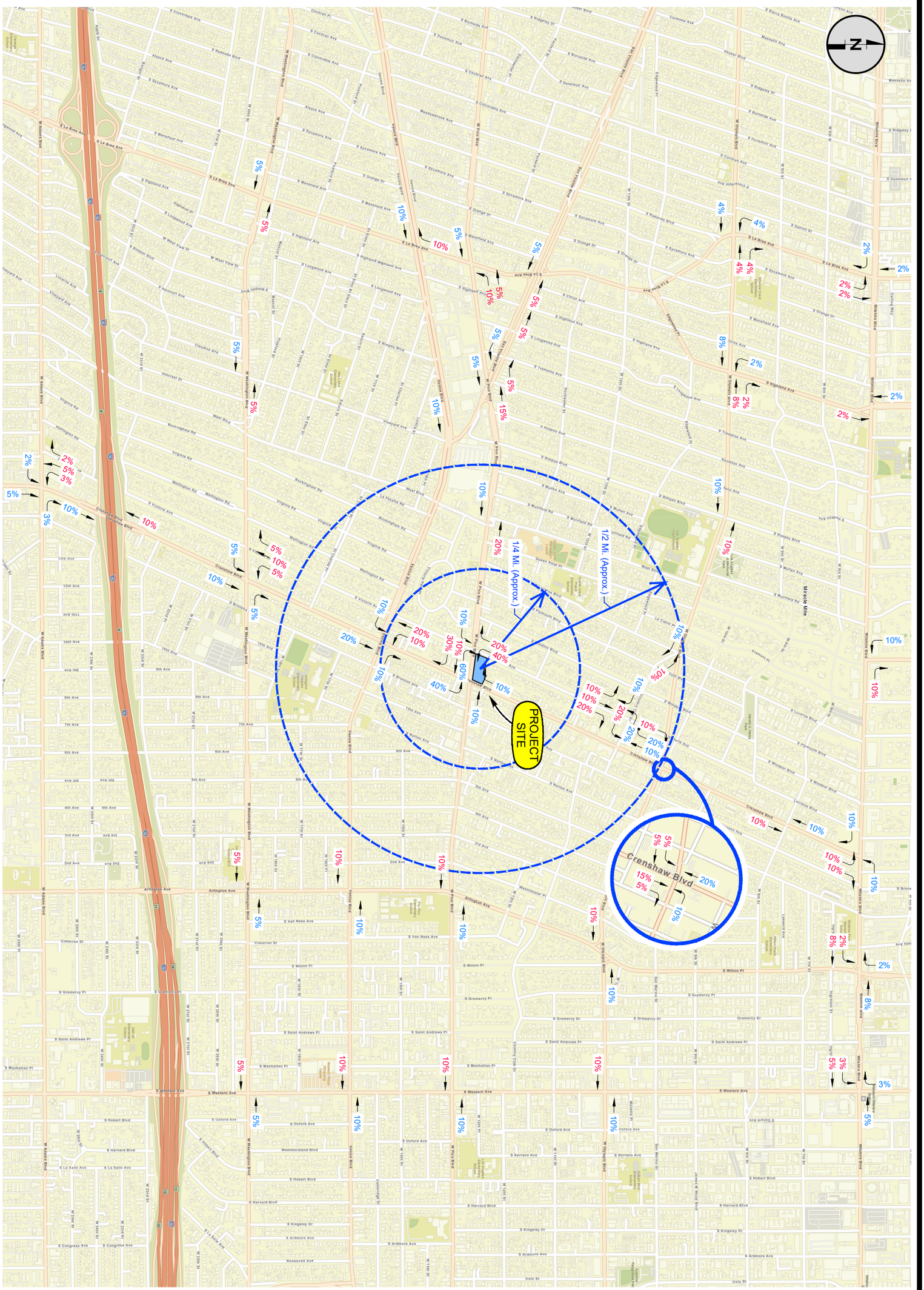


FIGURE F-2

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRIP ASSIGNMENT PERCENTAGES
COMMERCIAL COMPONENT

Hirsch/Green Transportation Consulting, Inc.

APPENDIX G

PROPOSED PROJECT
"AREA-WIDE" INDIVIDUAL COMPONENT USES PEAK HOUR TRAFFIC VOLUMES

AM Peak Hour

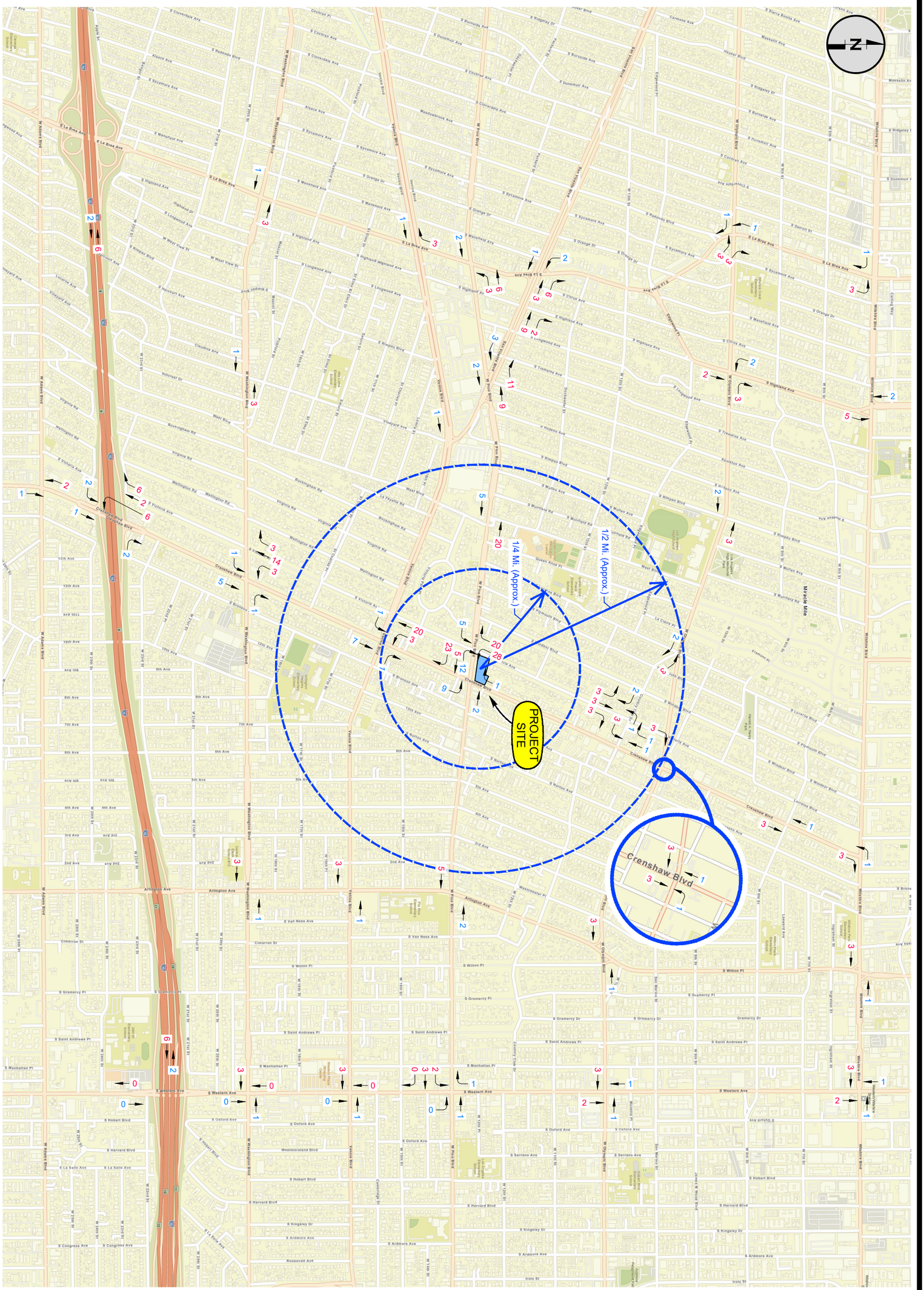


FIGURE G-1(a)

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRAFFIC VOLUMES
RESIDENTIAL COMPONENT
AM PEAK HOUR

Hirsch/Green Transportation Consulting, Inc.

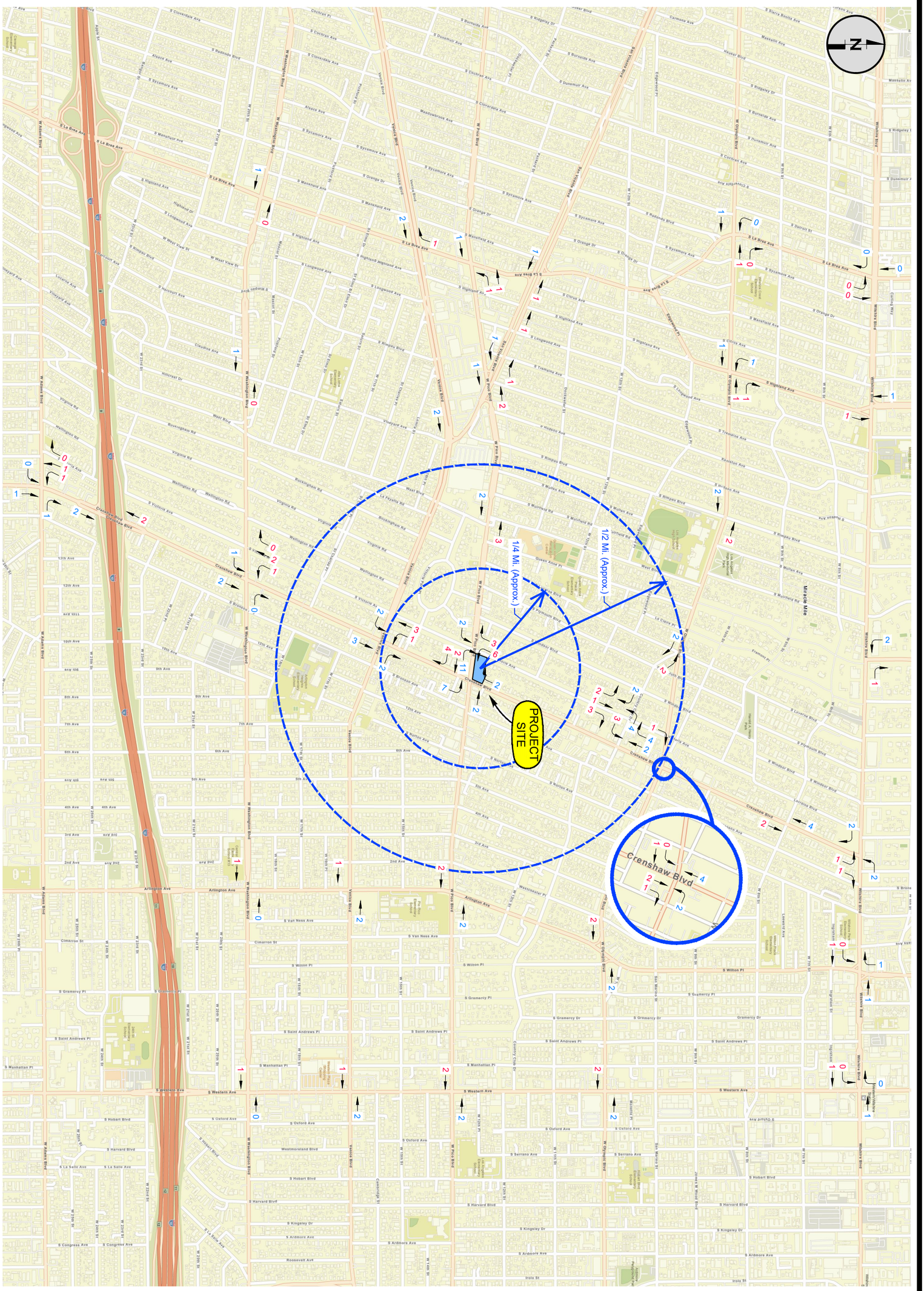


FIGURE G-1(b)

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRAFFIC VOLUMES
COMMERCIAL COMPONENT
AM PEAK HOUR

Hirsch/Green Transportation Consulting, Inc.

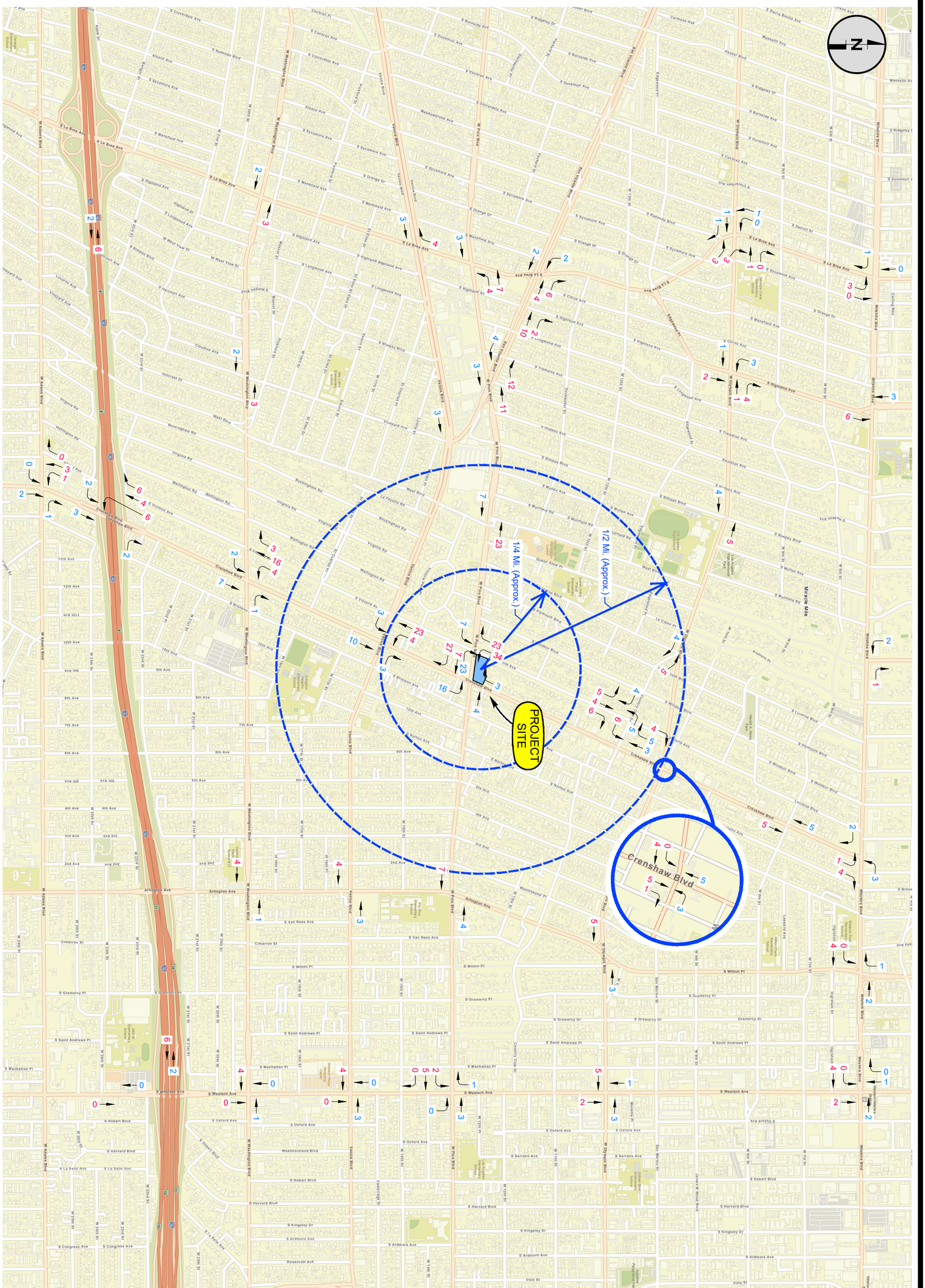


FIGURE G-1(c)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
TOTAL AREA-WIDE PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

PM Peak Hour

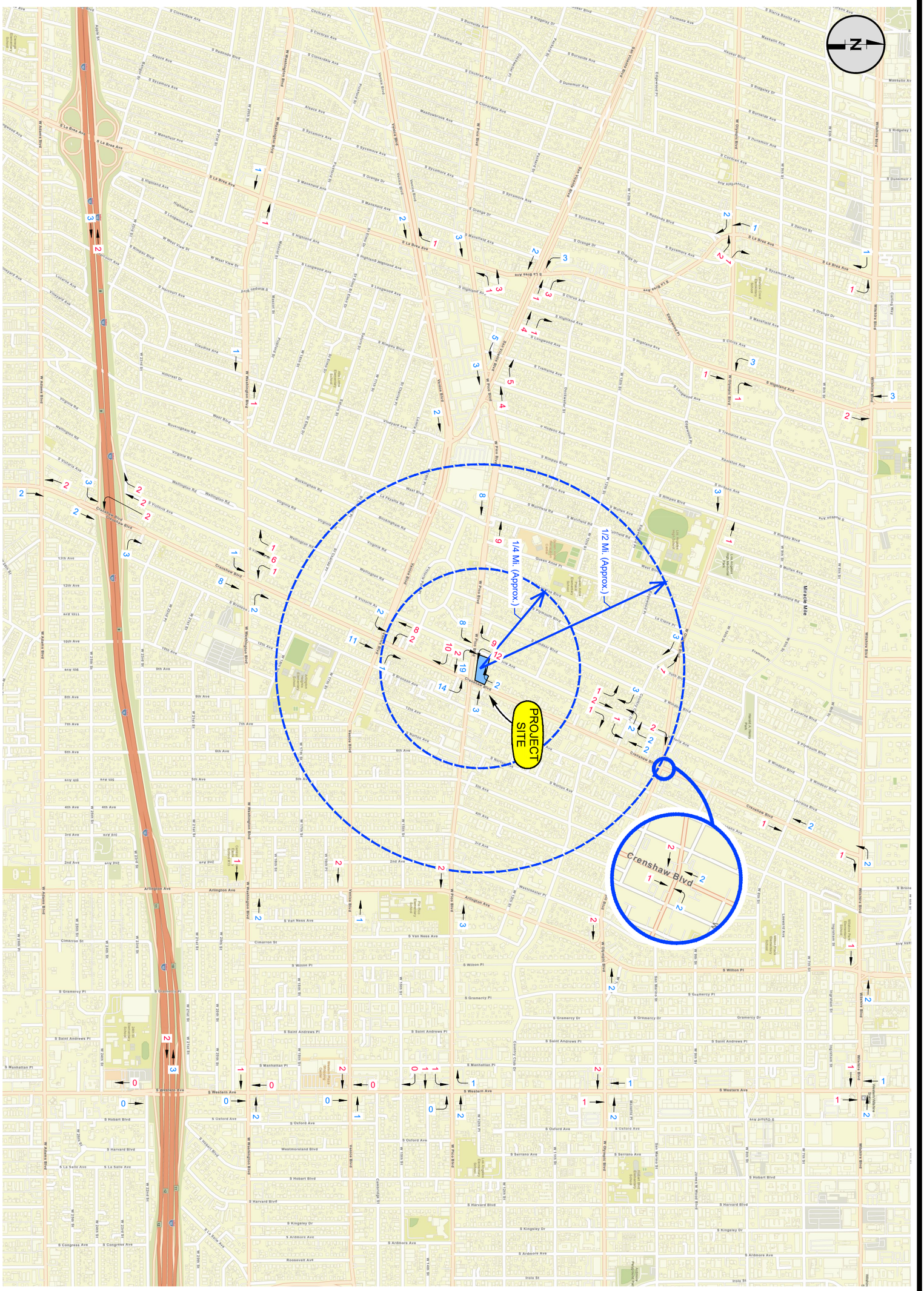


FIGURE G-2(a)

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRAFFIC VOLUMES
RESIDENTIAL COMPONENT
PM PEAK HOUR

Hirsch/Green Transportation Consulting, Inc.

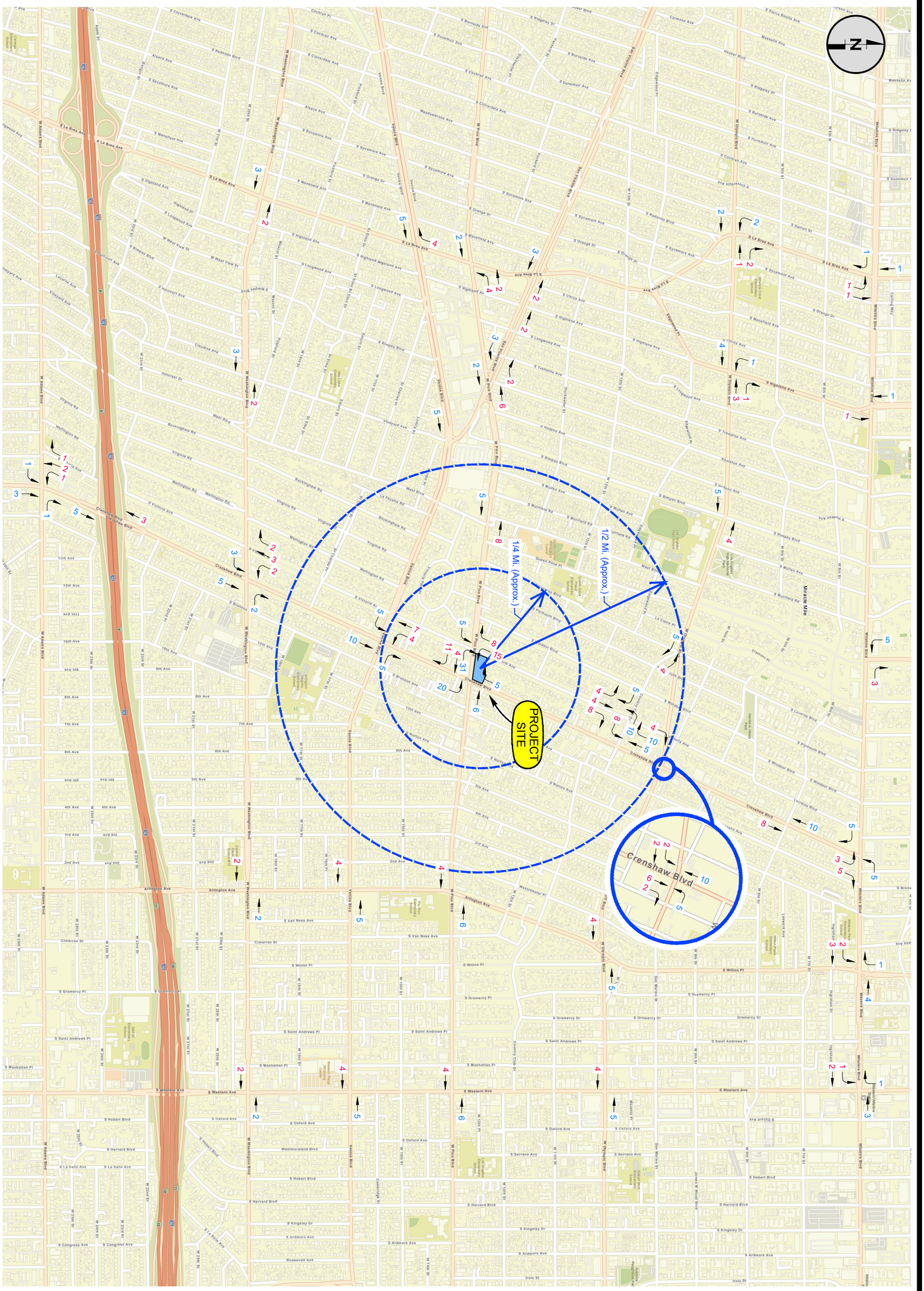


FIGURE G-2(b)

4201 PICO BOULEVARD MIXED-USE PROJECT
AREA-WIDE PROJECT TRAFFIC VOLUMES
COMMERCIAL COMPONENT
PM PEAK HOUR

Hirsch/Green Transportation Consulting, Inc.

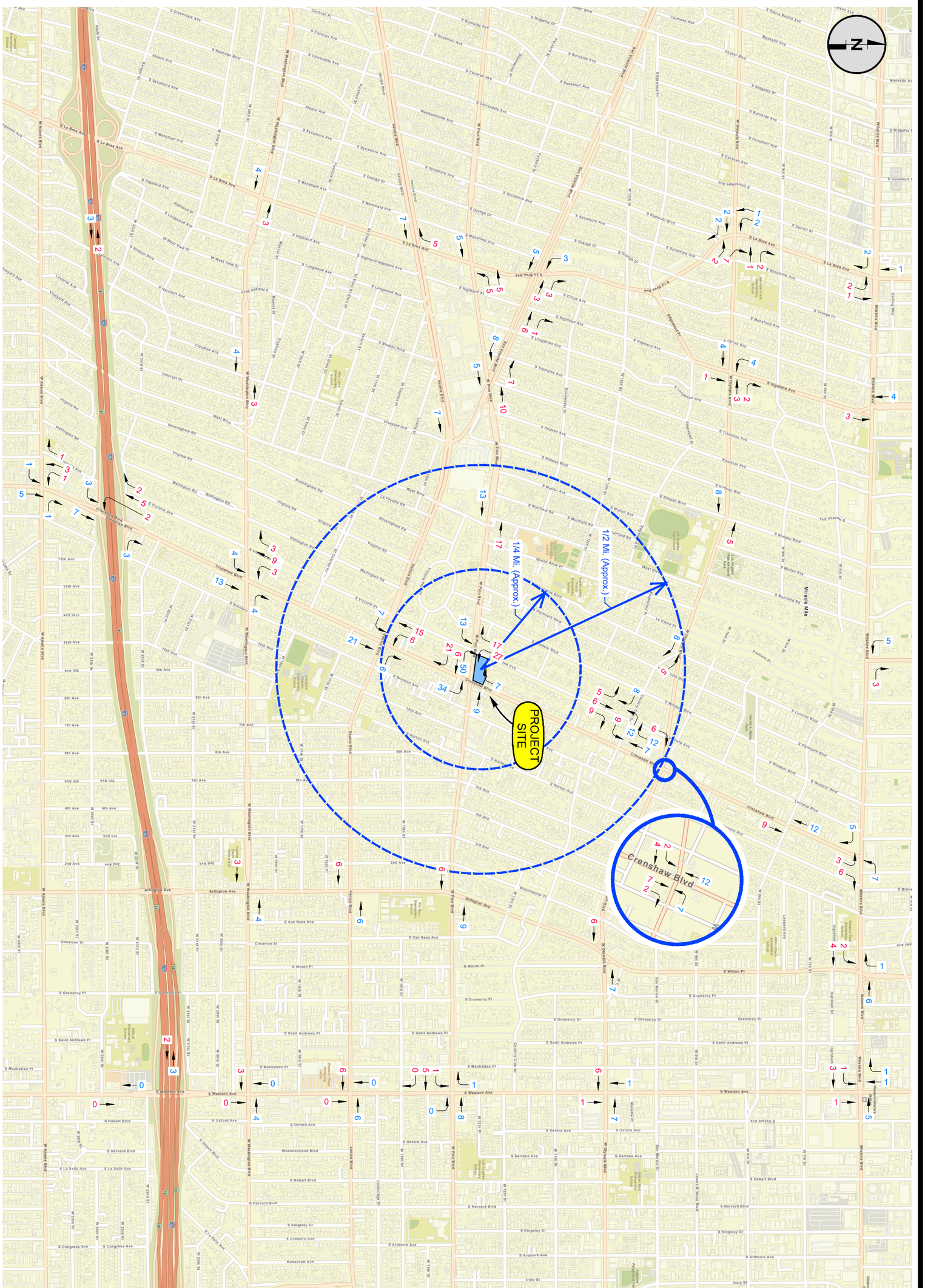


FIGURE G-2(c)

4201 PICO BOULEVARD MIXED-USE PROJECT
TOTAL AREA-WIDE PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

Hirsch/Green Transportation Consulting, Inc.

APPENDIX H

STUDY INTERSECTION GEOMETRICS/CONTROLS
AND
STUDY INTERSECTION AND STREET SEGMENT TRAFFIC COUNT DATA SHEETS

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ LANE CONFIGS-1.DWG

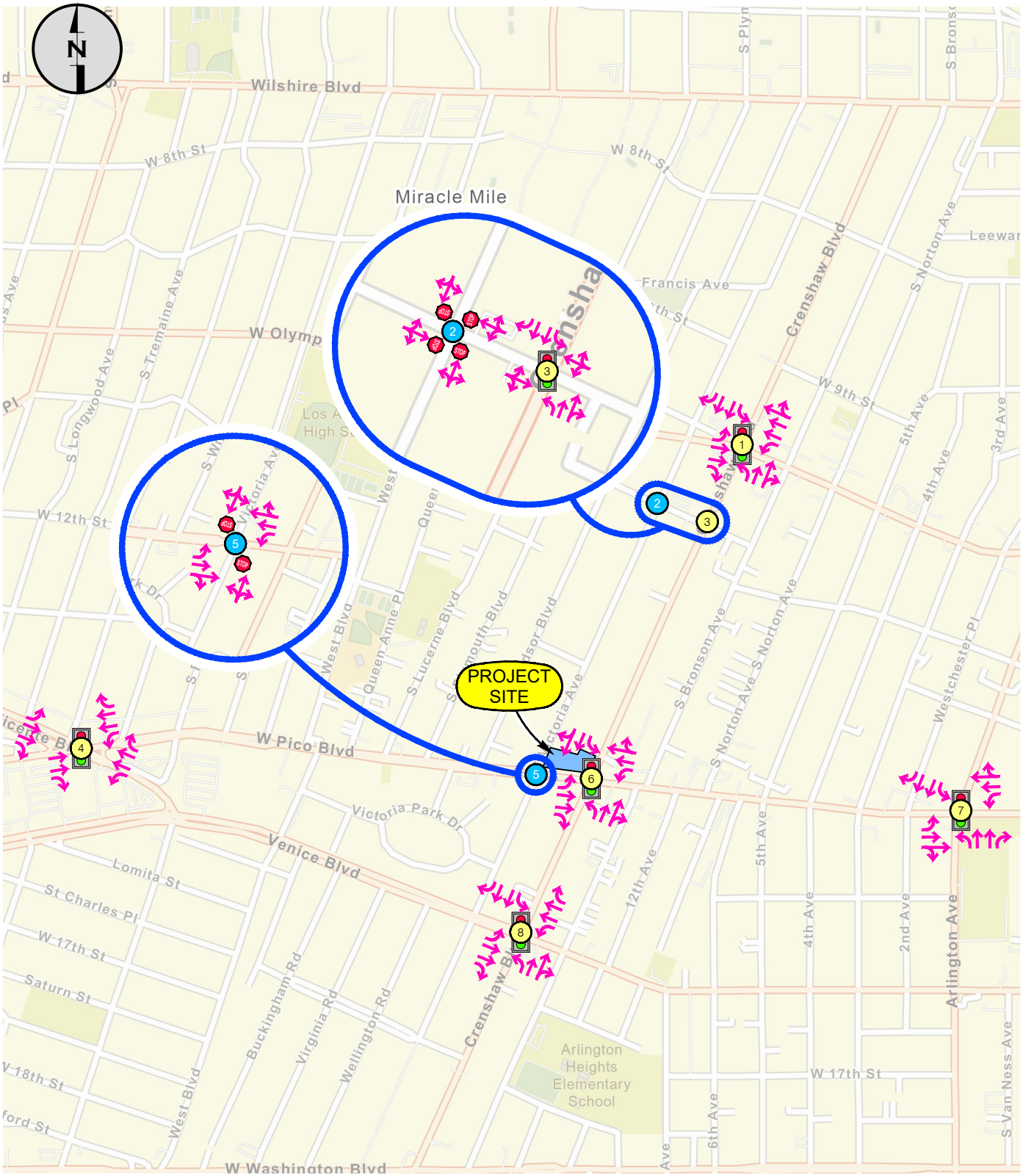


FIGURE H-1

5/13/2025

Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT STUDY INTERSECTION
LANE CONFIGURATIONS AND CONTROLS

15-Minute Format Intersection Traffic Counts

AM Peak Hour

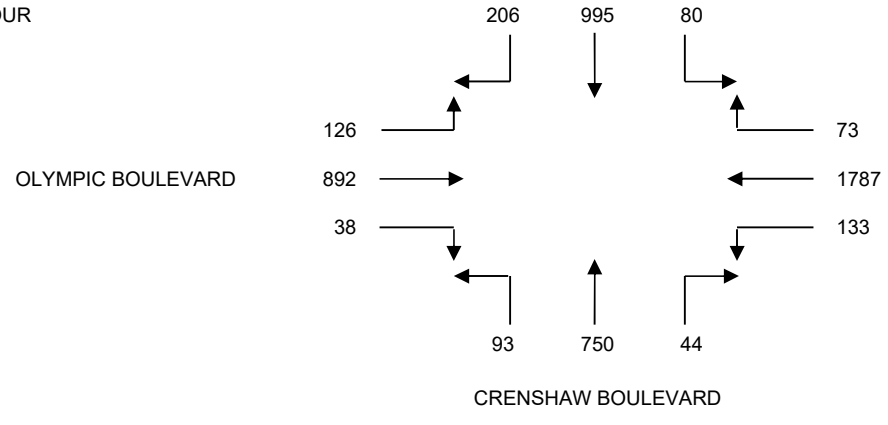
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W OLYMPIC BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	35	296	4	14	365	25	12	160	31	7	105	11
0715-0730	58	246	5	12	475	36	10	188	28	4	123	20
0730-0745	84	282	10	10	401	30	15	186	25	5	176	26
0745-0800	56	245	21	13	471	25	10	175	26	9	185	27
0800-0815	44	276	23	24	416	36	11	191	20	13	202	36
0815-0830	48	255	23	17	448	42	13	194	27	8	276	32
0830-0845	58	219	13	19	452	30	10	190	20	8	229	31
0845-0900	48	249	10	36	379	28	13	211	29	10	209	34
0900-0915	41	273	12	16	316	28	19	203	28	7	172	36
0915-0930	31	248	20	20	362	39	13	196	24	3	147	25
0930-0945	44	260	14	13	382	33	9	191	28	5	129	20
0945-1000	27	238	12	18	345	26	18	187	21	4	128	22

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	233	1069	40	49	1712	116	47	709	110	25	589	84	4783
0715-0815	242	1049	59	59	1763	127	46	740	99	31	686	109	5010
0730-0830	232	1058	77	64	1736	133	49	746	98	35	839	121	5188
0745-0845	206	995	80	73	1787	133	44	750	93	38	892	126	5217
0800-0900	198	999	69	96	1695	136	47	786	96	39	916	133	5210
0815-0915	195	996	58	88	1595	128	55	798	104	33	886	133	5069
0830-0930	178	989	55	91	1509	125	55	800	101	28	757	126	4814
0845-0945	164	1030	56	85	1439	128	54	801	109	25	657	115	4663
0900-1000	143	1019	58	67	1405	126	59	777	101	19	576	103	4453

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

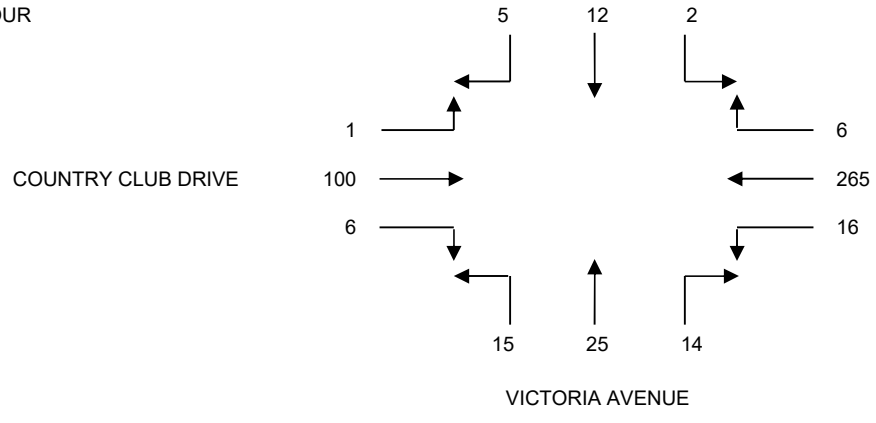
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W COUNTRY CLUB DRIVE

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	2	1	0	16	1	2	2	0	2	3	0
0715-0730	0	4	2	0	28	2	1	6	2	1	11	0
0730-0745	3	3	1	1	76	5	3	7	5	1	16	0
0745-0800	1	2	0	0	66	6	5	7	5	3	20	0
0800-0815	0	5	1	1	64	2	3	6	2	2	38	0
0815-0830	1	2	0	4	59	3	3	5	3	0	26	1
0830-0845	1	1	0	2	35	1	7	8	2	2	24	2
0845-0900	0	2	0	1	22	2	4	9	1	3	18	0
0900-0915	0	3	0	4	32	2	4	6	2	-1	10	2
0915-0930	2	2	1	3	20	5	1	7	1	1	7	0
0930-0945	1	3	0	1	18	2	3	6	2	0	13	0
0945-1000	0	5	2	0	14	2	4	7	2	0	13	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	4	11	4	1	186	14	11	22	12	7	50	0	322
0715-0815	4	14	4	2	234	15	12	26	14	7	85	0	417
0730-0830	5	12	2	6	265	16	14	25	15	6	100	1	467
0745-0845	3	10	1	7	224	12	18	26	12	7	108	3	431
0800-0900	2	10	1	8	180	8	17	28	8	7	106	3	378
0815-0915	2	8	0	11	148	8	18	28	8	4	78	5	318
0830-0930	3	8	1	10	109	10	16	30	6	5	59	4	261
0845-0945	3	10	1	9	92	11	12	28	6	3	48	2	225
0900-1000	3	13	3	8	84	11	12	26	7	0	43	3	213

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
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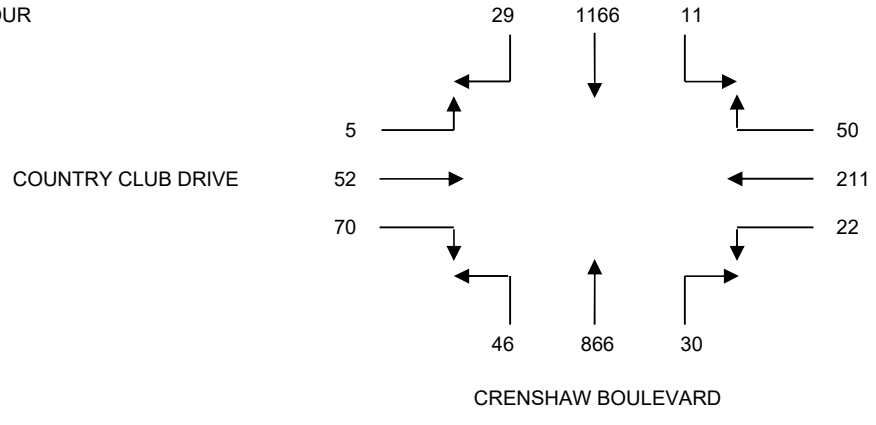
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W COUNTRY CLUB DRIVE

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	3	245	1	14	17	7	3	200	6	4	4	3
0715-0730	6	310	0	11	25	3	3	203	8	10	2	1
0730-0745	5	313	2	19	62	7	6	212	13	13	6	0
0745-0800	10	274	3	14	58	3	3	210	8	19	12	1
0800-0815	5	302	2	12	46	6	8	216	15	23	15	2
0815-0830	9	277	4	5	45	6	13	228	10	15	19	2
0830-0845	2	291	1	11	29	5	5	227	8	15	11	3
0845-0900	5	300	1	14	12	4	4	239	11	12	5	6
0900-0915	4	294	2	9	19	3	6	231	17	9	4	1
0915-0930	6	273	2	9	8	4	3	222	11	6	3	2
0930-0945	4	274	2	10	6	1	4	200	10	11	6	3
0945-1000	4	265	2	9	5	1	2	205	8	11	4	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	24	1142	6	58	162	20	15	825	35	46	24	5	2362
0715-0815	26	1199	7	56	191	19	20	841	44	65	35	4	2507
0730-0830	29	1166	11	50	211	22	30	866	46	70	52	5	2558
0745-0845	26	1144	10	42	178	20	29	881	41	72	57	8	2508
0800-0900	21	1170	8	42	132	21	30	910	44	65	50	13	2506
0815-0915	20	1162	8	39	105	18	28	925	46	51	39	12	2453
0830-0930	17	1158	6	43	68	16	18	919	47	42	23	12	2369
0845-0945	19	1141	7	42	45	12	17	892	49	38	18	12	2292
0900-1000	18	1106	8	37	38	9	15	858	46	37	17	7	2196

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
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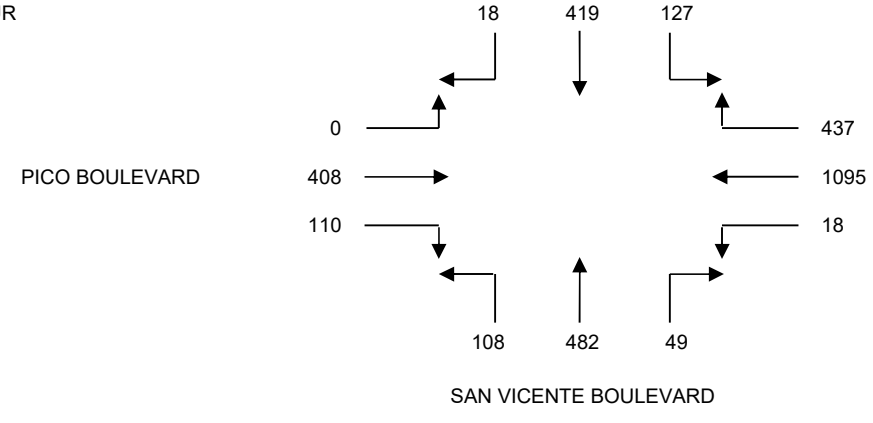
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: THURSDAY, APRIL 24, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** SAN VICENTE BOULEVARD
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	1	36	12	52	260	8	8	116	51	9	72	0
0715-0730	1	57	17	88	300	8	13	169	31	11	71	0
0730-0745	1	54	18	112	299	6	12	130	34	18	89	0
0745-0800	7	95	17	102	303	2	12	100	43	18	100	0
0800-0815	6	91	26	103	285	4	16	126	30	20	104	0
0815-0830	1	110	35	97	275	7	12	110	25	24	98	0
0830-0845	6	130	36	119	253	2	10	143	28	32	106	0
0845-0900	5	88	30	118	282	5	11	103	25	34	100	0
0900-0915	7	96	42	91	237	6	14	124	45	26	105	0
0915-0930	4	95	36	95	286	2	13	118	21	21	80	0
0930-0945	5	87	37	107	263	2	17	160	26	18	71	0
0945-1000	4	70	33	96	223	5	16	122	19	15	77	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	10	242	64	354	1162	24	45	515	159	56	332	0	2963
0715-0815	15	297	78	405	1187	20	53	525	138	67	364	0	3149
0730-0830	15	350	96	414	1162	19	52	466	132	80	391	0	3177
0745-0845	20	426	114	421	1116	15	50	479	126	94	408	0	3269
0800-0900	18	419	127	437	1095	18	49	482	108	110	408	0	3271
0815-0915	19	424	143	425	1047	20	47	480	123	116	409	0	3253
0830-0930	22	409	144	423	1058	15	48	488	119	113	391	0	3230
0845-0945	21	366	145	411	1068	15	55	505	117	99	356	0	3158
0900-1000	20	348	148	389	1009	15	60	524	111	80	333	0	3037

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

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9 ALTA STREET, UNIT E
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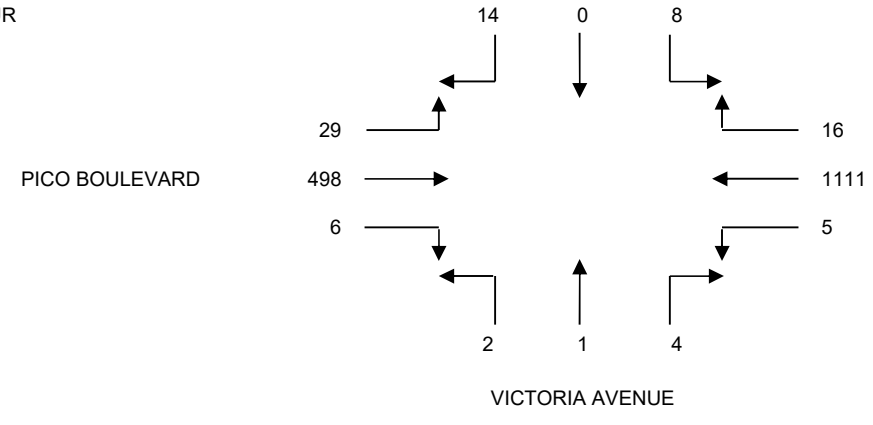
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	4	0	5	2	285	4	1	1	0	2	64	2
0715-0730	5	0	0	1	259	0	1	0	0	1	97	7
0730-0745	7	0	1	4	303	2	0	1	0	0	94	6
0745-0800	4	0	3	4	285	2	2	0	0	0	123	8
0800-0815	7	0	7	8	248	3	3	1	1	1	120	7
0815-0830	4	0	3	5	261	0	0	0	1	2	128	9
0830-0845	2	0	3	3	275	1	1	0	0	1	141	11
0845-0900	3	0	1	4	290	1	1	1	0	3	115	6
0900-0915	5	0	1	4	285	3	2	0	1	0	114	3
0915-0930	6	0	1	2	251	4	2	0	1	3	117	9
0930-0945	7	0	0	4	240	0	0	0	1	2	113	2
0945-1000	7	0	2	3	238	2	0	0	1	0	106	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	20	0	9	11	1132	8	4	2	0	3	378	23	1590
0715-0815	23	0	11	17	1095	7	6	2	1	2	434	28	1626
0730-0830	22	0	14	21	1097	7	5	2	2	3	465	30	1668
0745-0845	17	0	16	20	1069	6	6	1	2	4	512	35	1688
0800-0900	16	0	14	20	1074	5	5	2	2	7	504	33	1682
0815-0915	14	0	8	16	1111	5	4	1	2	6	498	29	1694
0830-0930	16	0	6	13	1101	9	6	1	2	7	487	29	1677
0845-0945	21	0	3	14	1066	8	5	1	3	8	459	20	1608
0900-1000	25	0	4	13	1014	9	4	0	4	5	450	22	1550

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
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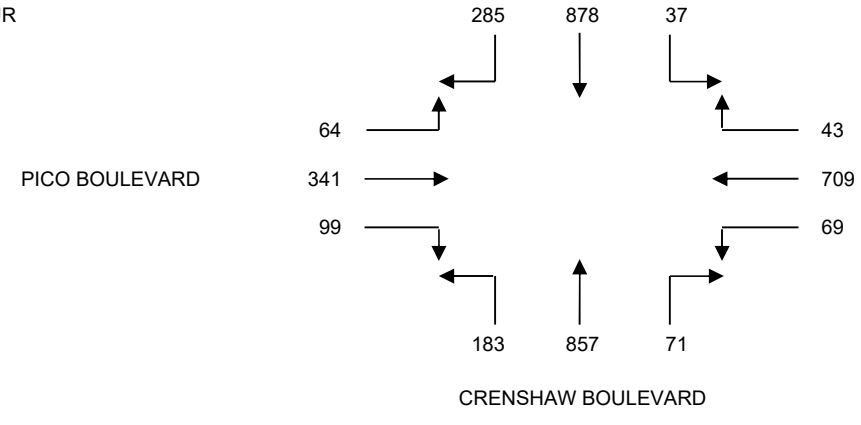
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	48	204	5	6	157	19	8	178	32	15	46	7
0715-0730	53	256	7	8	178	25	10	200	33	10	68	11
0730-0745	70	222	8	5	226	16	12	201	51	16	83	17
0745-0800	68	237	5	9	174	15	11	190	47	18	81	12
0800-0815	59	239	9	15	131	15	19	193	48	19	88	18
0815-0830	81	215	11	10	157	14	20	218	38	21	93	16
0830-0845	57	218	6	17	199	20	16	211	53	29	111	12
0845-0900	85	225	8	10	157	20	22	206	55	27	70	23
0900-0915	62	220	12	6	196	15	13	222	37	22	67	13
0915-0930	60	216	12	10	157	22	19	217	27	20	89	13
0930-0945	60	193	4	15	145	13	14	177	29	18	86	12
0945-1000	74	198	7	13	171	18	15	185	26	15	78	19

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	239	919	25	28	735	75	41	769	163	59	278	47	3378
0715-0815	250	954	29	37	709	71	52	784	179	63	320	58	3506
0730-0830	278	913	33	39	688	60	62	802	184	74	345	63	3541
0745-0845	265	909	31	51	661	64	66	812	186	87	373	58	3563
0800-0900	282	897	34	52	644	69	77	828	194	96	362	69	3604
0815-0915	285	878	37	43	709	69	71	857	183	99	341	64	3636
0830-0930	264	879	38	43	709	77	70	856	172	98	337	61	3604
0845-0945	267	854	36	41	655	70	68	822	148	87	312	61	3421
0900-1000	256	827	35	44	669	68	61	801	119	75	320	57	3332

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
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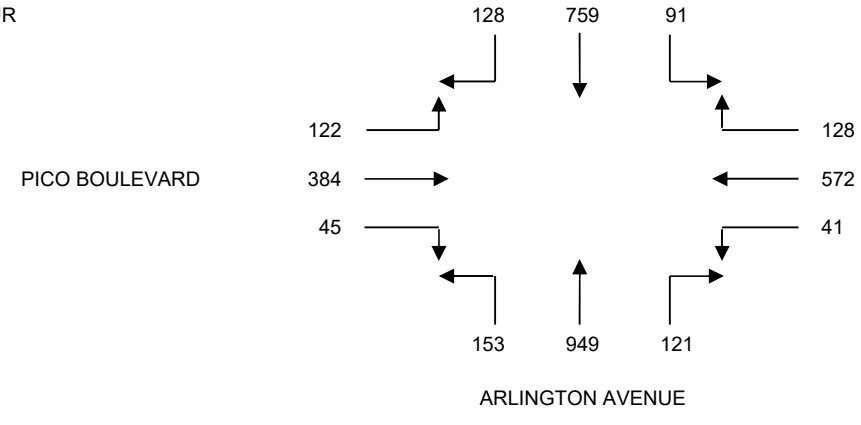
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 29, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** ARLINGTON AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	17	175	13	35	155	8	13	201	10	9	40	17
0715-0730	23	167	18	39	162	9	30	255	38	7	60	26
0730-0745	27	194	13	28	168	11	28	211	36	10	68	20
0745-0800	27	195	25	32	153	8	35	205	59	11	88	32
0800-0815	28	206	27	45	147	15	59	254	31	14	105	36
0815-0830	31	163	22	23	132	7	16	222	26	7	91	22
0830-0845	42	195	17	28	140	11	11	268	37	13	100	32
0845-0900	34	179	12	18	130	8	10	227	23	9	76	31
0900-0915	41	131	8	27	171	3	7	212	31	8	80	34
0915-0930	24	125	12	21	152	1	12	197	15	6	60	20
0930-0945	20	124	14	22	137	4	8	193	20	10	77	21
0945-1000	22	138	9	17	135	6	10	214	27	13	85	27

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	94	731	69	134	638	36	106	872	143	37	256	95	3211
0715-0815	105	762	83	144	630	43	152	925	164	42	321	114	3485
0730-0830	113	758	87	128	600	41	138	892	152	42	352	110	3413
0745-0845	128	759	91	128	572	41	121	949	153	45	384	122	3493
0800-0900	135	743	78	114	549	41	96	971	117	43	372	121	3380
0815-0915	148	668	59	96	573	29	44	929	117	37	347	119	3166
0830-0930	141	630	49	94	593	23	40	904	106	36	316	117	3049
0845-0945	119	559	46	88	590	16	37	829	89	33	293	106	2805
0900-1000	107	518	43	87	595	14	37	816	93	37	302	102	2751

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
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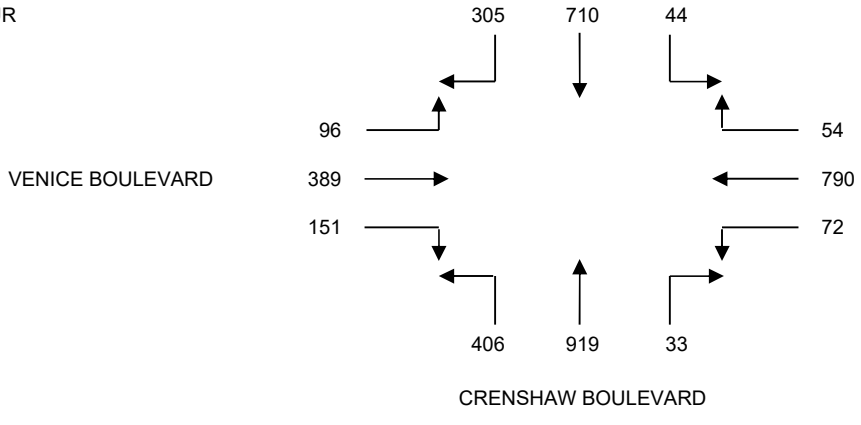
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 29, 2025
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W VENICE BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	57	158	9	10	189	15	7	189	97	31	55	11
0715-0730	63	175	10	11	205	17	6	195	102	34	69	13
0730-0745	83	189	12	11	205	13	6	215	117	39	71	18
0745-0800	62	187	10	17	215	20	8	226	122	38	110	29
0800-0815	78	174	12	11	210	19	7	230	95	44	108	20
0815-0830	82	160	10	15	160	20	12	248	72	30	100	29
0830-0845	52	182	14	7	141	13	7	233	90	35	108	24
0845-0900	56	194	14	9	149	12	13	220	73	41	125	20
0900-0915	63	188	7	11	149	17	8	251	87	50	93	26
0915-0930	44	180	15	6	139	24	9	231	91	45	86	20
0930-0945	55	157	13	16	165	19	16	237	74	50	107	16
0945-1000	42	171	8	10	128	16	13	210	63	36	90	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	265	709	41	49	814	65	27	825	438	142	305	71	3751
0715-0815	286	725	44	50	835	69	27	866	436	155	358	80	3931
0730-0830	305	710	44	54	790	72	33	919	406	151	389	96	3969
0745-0845	274	703	46	50	726	72	34	937	379	147	426	102	3896
0800-0900	268	710	50	42	660	64	39	931	330	150	441	93	3778
0815-0915	253	724	45	42	599	62	40	952	322	156	426	99	3720
0830-0930	215	744	50	33	578	66	37	935	341	171	412	90	3672
0845-0945	218	719	49	42	602	72	46	939	325	186	411	82	3691
0900-1000	204	696	43	43	581	76	46	929	315	181	376	73	3563

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

PM Peak Hour

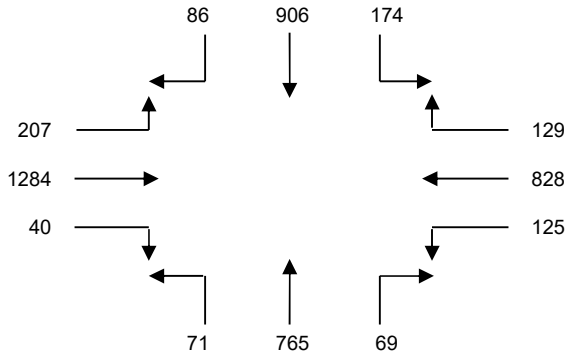
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W OLYMPIC BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	17	224	36	17	163	13	11	177	14	11	292	48
0315-0330	23	218	43	24	183	19	10	209	19	13	326	63
0330-0345	25	218	50	21	196	35	17	201	19	8	309	48
0345-0400	20	202	44	27	175	30	13	204	19	10	302	38
0400-0415	25	226	43	22	175	34	18	183	13	9	332	49
0415-0430	25	214	49	26	193	32	16	212	19	11	292	69
0430-0445	18	202	37	23	194	22	11	193	11	8	300	51
0445-0500	17	226	56	30	166	30	14	206	10	9	305	53
0500-0515	23	202	55	48	207	22	22	184	12	5	319	37
0515-0530	25	245	42	34	245	35	21	179	23	9	315	50
0530-0545	27	202	43	23	206	24	10	200	18	6	307	48
0545-0600	16	220	58	31	178	38	16	198	15	12	324	55
0600-0615	18	239	31	41	199	28	22	188	15	13	338	54
0615-0630	16	216	35	22	191	20	16	195	14	12	328	38
0630-0645	20	211	37	28	187	24	18	189	16	10	311	44
0645-0700	17	200	28	27	179	15	15	187	16	12	299	39

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	85	862	173	89	717	97	51	791	71	42	1229	197	4404
0315-0415	93	864	180	94	729	118	58	797	70	40	1269	198	4510
0330-0430	95	860	186	96	739	131	64	800	70	38	1235	204	4518
0345-0445	88	844	173	98	737	118	58	792	62	38	1226	207	4441
0400-0500	85	868	185	101	728	118	59	794	53	37	1229	222	4479
0415-0515	83	844	197	127	760	106	63	795	52	33	1216	210	4486
0430-0530	83	875	190	135	812	109	68	762	56	31	1239	191	4551
0445-0545	92	875	196	135	824	111	67	769	63	29	1246	188	4595
0500-0600	91	869	198	136	836	119	69	761	68	32	1265	190	4634
0515-0615	86	906	174	129	828	125	69	765	71	40	1284	207	4684
0530-0630	77	877	167	117	774	110	64	781	62	43	1297	195	4564
0545-0645	70	886	161	122	755	110	72	770	60	47	1301	191	4545
0600-0700	71	866	131	118	756	87	71	759	61	47	1276	175	4418

P.M. PEAK HOUR
0515-0615



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

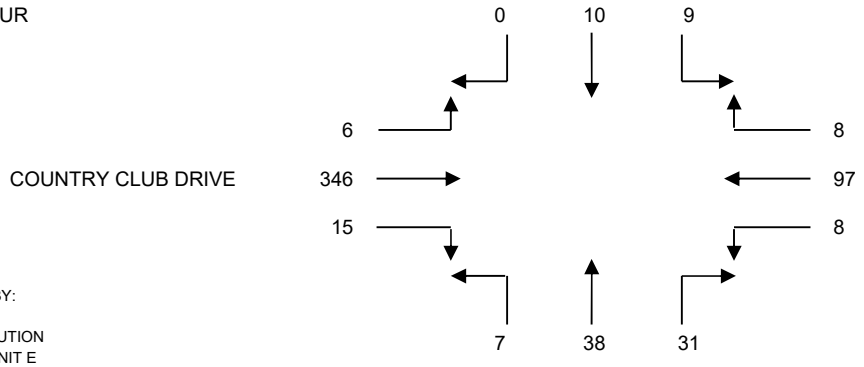
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W COUNTRY CLUB DRIVE

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	0	2	3	1	17	4	4	5	2	2	45	0
0315-0330	0	5	0	2	13	2	7	3	1	1	35	0
0330-0345	0	2	0	0	8	3	4	6	1	3	46	0
0345-0400	0	7	3	2	15	3	7	4	1	3	79	0
0400-0415	0	5	1	0	19	3	2	7	2	2	64	0
0415-0430	0	2	0	2	19	2	7	6	0	6	87	1
0430-0445	0	2	2	3	20	6	6	3	2	7	81	3
0445-0500	0	2	5	2	21	2	9	8	2	4	64	0
0500-0515	0	2	1	3	18	1	5	13	1	4	79	2
0515-0530	0	4	2	0	31	1	11	10	0	2	103	1
0530-0545	0	3	3	2	20	0	10	7	2	3	82	2
0545-0600	0	1	3	3	28	6	5	8	4	6	82	1
0600-0615	1	3	0	1	12	2	7	6	0	5	80	1
0615-0630	0	3	2	1	19	7	5	10	1	4	67	2
0630-0645	0	2	2	4	10	6	6	15	0	3	30	0
0645-0700	1	2	1	2	7	2	7	10	0	2	31	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	0	16	6	5	53	12	22	18	5	9	205	0	351
0315-0415	0	19	4	4	55	11	20	20	5	9	224	0	371
0330-0430	0	16	4	4	61	11	20	23	4	14	276	1	434
0345-0445	0	16	6	7	73	14	22	20	5	18	311	4	496
0400-0500	0	11	8	7	79	13	24	24	6	19	296	4	491
0415-0515	0	8	8	10	78	11	27	30	5	21	311	6	515
0430-0530	0	10	10	8	90	10	31	34	5	17	327	6	548
0445-0545	0	11	11	7	90	4	35	38	5	13	328	5	547
0500-0600	0	10	9	8	97	8	31	38	7	15	346	6	575
0515-0615	1	11	8	6	91	9	33	31	6	16	347	5	564
0530-0630	1	10	8	7	79	15	27	31	7	18	311	6	520
0545-0645	1	9	7	9	69	21	23	39	5	18	259	4	464
0600-0700	2	10	5	8	48	17	25	41	1	14	208	3	382

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

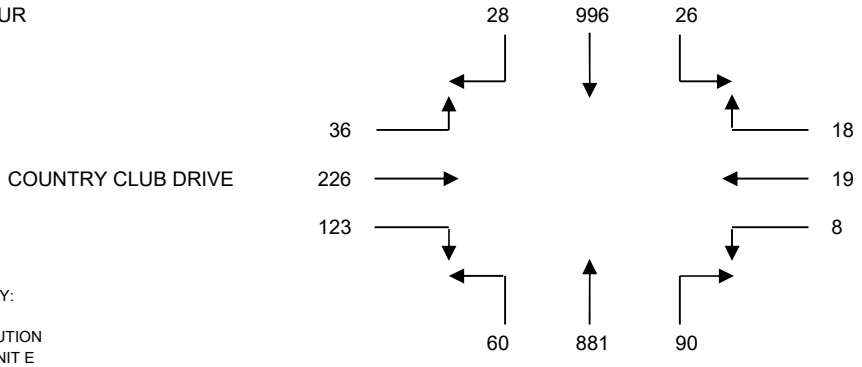
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 22, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W COUNTRY CLUB DRIVE

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	7	218	7	2	4	1	12	224	9	22	22	3
0315-0330	4	263	7	3	4	3	12	254	7	25	20	2
0330-0345	8	253	6	6	3	3	12	227	6	23	24	2
0345-0400	4	270	10	3	3	2	12	230	10	44	43	5
0400-0415	7	227	13	4	2	1	19	215	14	27	43	4
0415-0430	12	240	11	2	4	3	17	270	10	30	43	5
0430-0445	9	204	12	6	4	2	18	214	11	31	61	10
0445-0500	8	235	7	10	7	1	15	226	11	35	31	4
0500-0515	6	218	6	2	3	3	28	204	15	34	42	9
0515-0530	8	282	6	4	4	2	21	228	15	37	65	11
0530-0545	5	225	6	3	7	3	29	222	13	31	45	11
0545-0600	9	271	8	9	5	0	12	227	17	21	74	5
0600-0615	5	202	17	8	2	1	9	230	12	27	53	3
0615-0630	6	226	11	7	4	1	10	234	11	24	41	5
0630-0645	5	223	7	5	6	0	12	216	12	22	20	4
0645-0700	2	252	6	3	3	1	8	210	7	20	18	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	23	1004	30	14	14	9	48	935	32	114	109	12	2344
0315-0415	23	1013	36	16	12	9	55	926	37	119	130	13	2389
0330-0430	31	990	40	15	12	9	60	942	40	124	153	16	2432
0345-0445	32	941	46	15	13	8	66	929	45	132	190	24	2441
0400-0500	36	906	43	22	17	7	69	925	46	123	178	23	2395
0415-0515	35	897	36	20	18	9	78	914	47	130	177	28	2389
0430-0530	31	939	31	22	18	8	82	872	52	137	199	34	2425
0445-0545	27	960	25	19	21	9	93	880	54	137	183	35	2443
0500-0600	28	996	26	18	19	8	90	881	60	123	226	36	2511
0515-0615	27	980	37	24	18	6	71	907	57	116	237	30	2510
0530-0630	25	924	42	27	18	5	60	913	53	103	213	24	2407
0545-0645	25	922	43	29	17	2	43	907	52	94	188	17	2339
0600-0700	18	903	41	23	15	3	39	890	42	93	132	17	2216

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

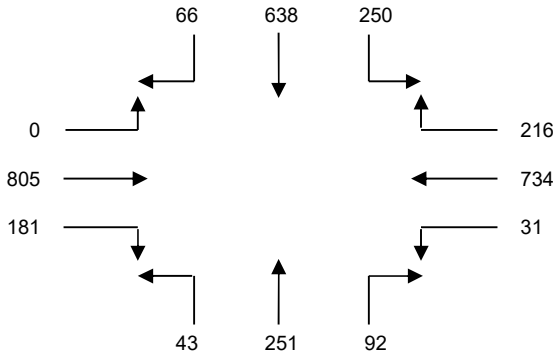
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: THURSDAY, APRIL 24, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** SAN VICENTE BOULEVARD
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	19	158	52	70	151	8	22	49	8	38	204	0
0315-0330	18	181	54	52	173	6	20	55	10	42	192	0
0330-0345	15	146	65	82	176	10	23	61	6	49	223	0
0345-0400	19	163	59	66	151	6	29	69	12	48	229	0
0400-0415	13	126	61	47	172	7	30	46	7	45	183	0
0415-0430	9	168	71	44	160	13	24	73	17	58	199	0
0430-0445	10	161	62	48	177	10	17	57	10	33	173	0
0445-0500	14	196	70	43	157	8	16	50	12	57	195	0
0500-0515	13	168	73	48	181	5	17	55	11	47	175	0
0515-0530	19	174	62	55	179	6	28	53	9	49	206	0
0530-0545	16	170	59	60	176	13	20	70	15	37	218	0
0545-0600	20	165	60	50	184	7	25	64	8	54	175	0
0600-0615	11	129	69	51	195	5	19	64	11	41	206	0
0615-0630	10	175	71	41	163	9	23	50	19	48	190	0
0630-0645	15	170	47	39	162	12	22	53	14	50	207	0
0645-0700	17	152	66	44	144	5	18	47	11	38	182	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	71	648	230	270	651	30	94	234	36	177	848	0	3289
0315-0415	65	616	239	247	672	29	102	231	35	184	827	0	3247
0330-0430	56	603	256	239	659	36	106	249	42	200	834	0	3280
0345-0445	51	618	253	205	660	36	100	245	46	184	784	0	3182
0400-0500	46	651	264	182	666	38	87	226	46	193	750	0	3149
0415-0515	46	693	276	183	675	36	74	235	50	195	742	0	3205
0430-0530	56	699	267	194	694	29	78	215	42	186	749	0	3209
0445-0545	62	708	264	206	693	32	81	228	47	190	794	0	3305
0500-0600	68	677	254	213	720	31	90	242	43	187	774	0	3299
0515-0615	66	638	250	216	734	31	92	251	43	181	805	0	3307
0530-0630	57	639	259	202	718	34	87	248	53	180	789	0	3266
0545-0645	56	639	247	181	704	33	89	231	52	193	778	0	3203
0600-0700	53	626	253	175	664	31	82	214	55	177	785	0	3115

P.M. PEAK HOUR
0515-0615



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

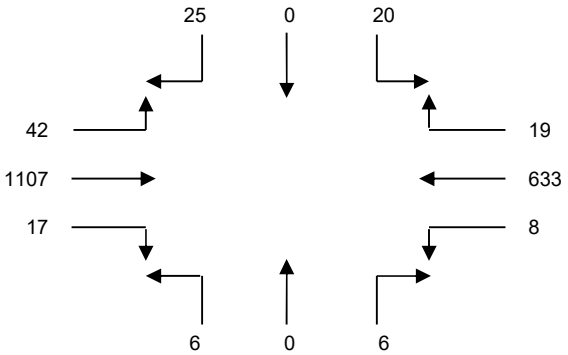
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	4	0	1	3	166	2	1	0	0	3	266	12
0315-0330	5	1	0	4	186	5	4	0	2	5	233	14
0330-0345	11	0	3	5	196	2	2	0	1	3	251	14
0345-0400	10	0	3	4	172	2	4	0	0	4	243	19
0400-0415	10	0	3	8	150	2	2	0	0	5	269	17
0415-0430	6	0	6	4	146	1	0	0	5	5	247	11
0430-0445	9	0	6	3	160	2	1	0	2	5	285	7
0445-0500	4	0	4	5	150	4	0	0	1	6	271	18
0500-0515	7	0	6	7	148	1	2	0	2	2	290	11
0515-0530	5	0	4	4	175	1	3	0	1	4	261	6
0530-0545	5	1	3	8	160	3	0	0	5	4	274	13
0545-0600	5	0	2	3	147	2	0	1	0	4	250	18
0600-0615	5	0	4	8	127	1	3	1	1	8	267	12
0615-0630	5	0	3	7	135	4	1	0	2	7	250	11
0630-0645	3	0	0	4	151	2	3	0	0	5	264	5
0645-0700	3	0	1	4	145	1	3	1	1	1	256	7

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	30	1	7	16	720	11	11	0	3	15	993	59	1866
0315-0415	36	1	9	21	704	11	12	0	3	17	996	64	1874
0330-0430	37	0	15	21	664	7	8	0	6	17	1010	61	1846
0345-0445	35	0	18	19	628	7	7	0	7	19	1044	54	1838
0400-0500	29	0	19	20	606	9	3	0	8	21	1072	53	1840
0415-0515	26	0	22	19	604	8	3	0	10	18	1093	47	1850
0430-0530	25	0	20	19	633	8	6	0	6	17	1107	42	1883
0445-0545	21	1	17	24	633	9	5	0	9	16	1096	48	1879
0500-0600	22	1	15	22	630	7	5	1	8	14	1075	48	1848
0515-0615	20	1	13	23	609	7	6	2	7	20	1052	49	1809
0530-0630	20	1	12	26	569	10	4	2	8	23	1041	54	1770
0545-0645	18	0	9	22	560	9	7	2	3	24	1031	46	1731
0600-0700	16	0	8	23	558	8	10	2	4	21	1037	35	1722

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

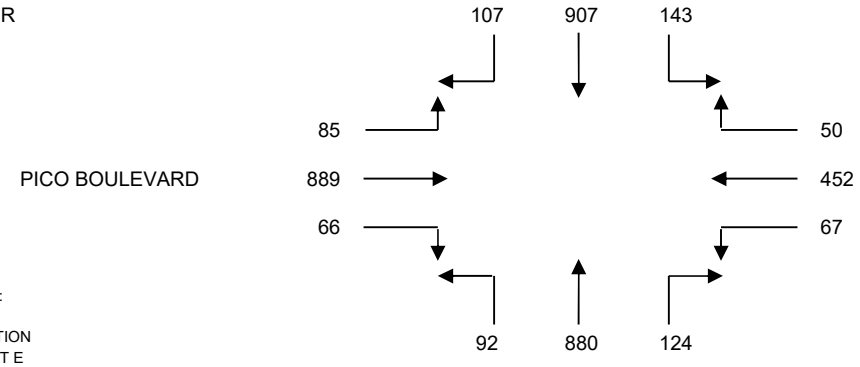
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	42	203	32	8	102	11	32	200	30	15	201	31
0315-0330	51	218	30	10	130	15	33	226	23	21	206	23
0330-0345	27	231	22	10	124	16	36	208	28	24	195	20
0345-0400	33	249	24	12	119	14	30	201	20	29	190	30
0400-0415	23	237	27	10	115	13	41	223	22	30	208	25
0415-0430	31	222	36	8	95	14	52	220	31	22	200	24
0430-0445	32	178	27	17	101	16	35	216	26	19	216	33
0445-0500	21	187	40	14	126	12	33	190	23	18	224	32
0500-0515	25	215	35	18	118	19	30	196	19	17	219	30
0515-0530	30	224	34	13	123	12	39	211	20	18	222	15
0530-0545	20	213	36	8	116	18	28	243	33	17	221	21
0545-0600	32	255	38	11	95	18	27	230	20	14	227	19
0600-0615	28	190	37	12	87	14	23	186	24	13	221	25
0615-0630	33	177	28	9	80	17	25	212	31	15	207	24
0630-0645	33	201	16	15	89	13	27	207	26	18	216	25
0645-0700	31	229	17	7	92	18	24	184	25	16	201	32

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	153	901	108	40	475	56	131	835	101	89	792	104	3785
0315-0415	134	935	103	42	488	58	140	858	93	104	799	98	3852
0330-0430	114	939	109	40	453	57	159	852	101	105	793	99	3821
0345-0445	119	886	114	47	430	57	158	860	99	100	814	112	3796
0400-0500	107	824	130	49	437	55	161	849	102	89	848	114	3765
0415-0515	109	802	138	57	440	61	150	822	99	76	859	119	3732
0430-0530	108	804	136	62	468	59	137	813	88	72	881	110	3738
0445-0545	96	839	145	53	483	61	130	840	95	70	886	98	3796
0500-0600	107	907	143	50	452	67	124	880	92	66	889	85	3862
0515-0615	110	882	145	44	421	62	117	870	97	62	891	80	3781
0530-0630	113	835	139	40	378	67	103	871	108	59	876	89	3678
0545-0645	126	823	119	47	351	62	102	835	101	60	871	93	3590
0600-0700	125	797	98	43	348	62	99	789	106	62	845	106	3480

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

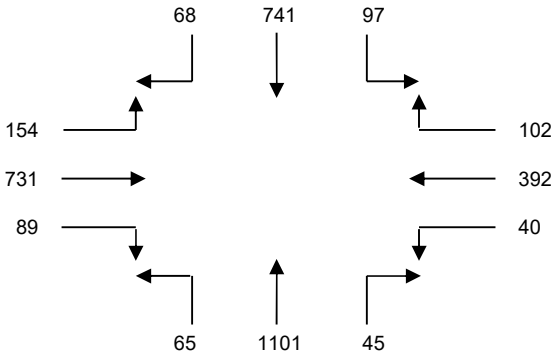
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 29, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** ARLINGTON AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	24	115	36	16	99	12	10	174	6	20	153	76
0315-0330	24	118	34	23	97	6	33	178	19	16	163	57
0330-0345	34	114	27	26	86	7	20	186	16	18	175	44
0345-0400	24	136	24	24	95	8	18	194	16	15	180	55
0400-0415	27	129	20	23	77	10	16	222	12	15	177	48
0415-0430	22	149	35	26	89	12	17	200	16	17	169	45
0430-0445	18	180	22	26	92	16	21	220	12	25	183	36
0445-0500	20	197	26	30	97	13	19	289	17	31	182	43
0500-0515	14	168	26	25	97	10	10	252	16	23	190	41
0515-0530	18	168	22	24	114	5	9	276	13	18	181	36
0530-0545	16	208	23	23	84	12	7	284	19	17	178	34
0545-0600	19	183	25	17	83	15	9	202	10	18	165	35
0600-0615	19	164	33	10	79	6	11	216	16	15	173	33
0615-0630	23	184	30	13	85	11	10	230	16	14	181	30
0630-0645	18	173	28	16	90	9	9	227	17	16	184	27
0645-0700	17	155	24	16	75	8	11	214	15	13	152	31

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	106	483	121	89	377	33	81	732	57	69	671	232	3051
0315-0415	109	497	105	96	355	31	87	780	63	64	695	204	3086
0330-0430	107	528	106	99	347	37	71	802	60	65	701	192	3115
0345-0445	91	594	101	99	353	46	72	836	56	72	709	184	3213
0400-0500	87	655	103	105	355	51	73	931	57	88	711	172	3388
0415-0515	74	694	109	107	375	51	67	961	61	96	724	165	3484
0430-0530	70	713	96	105	400	44	59	1037	58	97	736	156	3571
0445-0545	68	741	97	102	392	40	45	1101	65	89	731	154	3625
0500-0600	67	727	96	89	378	42	35	1014	58	76	714	146	3442
0515-0615	72	723	103	74	360	38	36	978	58	68	697	138	3345
0530-0630	77	739	111	63	331	44	37	932	61	64	697	132	3288
0545-0645	79	704	116	56	337	41	39	875	59	63	703	125	3197
0600-0700	77	676	115	55	329	34	41	887	64	58	690	121	3147

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

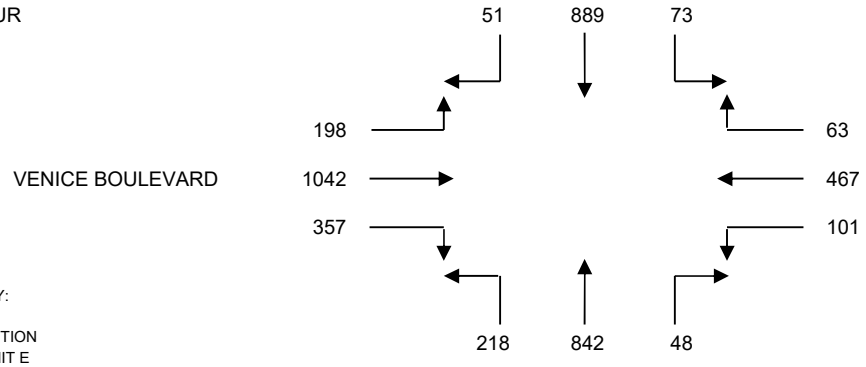
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: TUESDAY, APRIL 29, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** CRENSHAW BOULEVARD
E/W VENICE BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	15	190	20	14	82	27	11	225	59	78	200	34
0315-0330	21	210	26	19	90	26	16	229	63	82	215	41
0330-0345	13	227	15	11	106	24	10	205	47	97	230	36
0345-0400	10	240	21	16	92	22	13	233	62	83	200	34
0400-0415	12	244	19	9	101	23	13	200	43	98	226	46
0415-0430	15	223	20	15	110	29	11	219	55	99	291	48
0430-0445	12	216	32	10	101	18	12	202	50	72	230	43
0445-0500	14	210	21	11	121	20	21	237	63	84	317	59
0500-0515	16	197	22	15	90	15	21	201	41	74	262	52
0515-0530	16	220	14	16	117	23	15	200	59	90	262	50
0530-0545	10	218	20	11	113	26	12	206	52	82	246	38
0545-0600	11	238	19	19	124	31	11	230	61	86	262	51
0600-0615	14	213	20	17	113	21	10	206	46	99	272	59
0615-0630	18	192	23	13	86	29	12	210	44	81	233	63
0630-0645	15	193	24	12	100	24	13	221	48	84	247	57
0645-0700	15	207	21	10	89	20	11	218	37	77	231	47

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	59	867	82	60	370	99	50	892	231	340	845	145	4040
0315-0415	56	921	81	55	389	95	52	867	215	360	871	157	4119
0330-0430	50	934	75	51	409	98	47	857	207	377	947	164	4216
0345-0445	49	923	92	50	404	92	49	854	210	352	947	171	4193
0400-0500	53	893	92	45	433	90	57	858	211	353	1064	196	4345
0415-0515	57	846	95	51	422	82	65	859	209	329	1100	202	4317
0430-0530	58	843	89	52	429	76	69	840	213	320	1071	204	4264
0445-0545	56	845	77	53	441	84	69	844	215	330	1087	199	4300
0500-0600	53	873	75	61	444	95	59	837	213	332	1032	191	4265
0515-0615	51	889	73	63	467	101	48	842	218	357	1042	198	4349
0530-0630	53	861	82	60	436	107	45	852	203	348	1013	211	4271
0545-0645	58	836	86	61	423	105	46	867	199	350	1014	230	4275
0600-0700	62	805	88	52	388	94	46	855	175	341	983	226	4115

P.M. PEAK HOUR
0515-0615



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

LADOT Format Intersection Traffic Counts

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South CRENSHAW BOULEVARD

East/West OLYMPIC BOULEVARD

Day: AM TUESDAY **Date:** April 22, 2025 **Weather:** CLEAR
PM TUESDAY April 22, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	253	8:45	376	7:30	316	8:15	523	7:15
PM PK 15 MIN	247	4:15	312	5:15	405	6:00	314	5:15
AM PK HOUR	964	8:45	1,367	7:30	1,088	8:00	1,993	7:45
PM PK HOUR	910	4:15	1,166	5:15	1,539	5:45	1,091	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	110	709	47	866
8 - 9	96	786	47	929
9 - 10	101	777	59	937
4 - 5	53	794	59	906
5 - 6	68	761	69	898
6 - 7	61	759	71	891
TOTAL	489	4,586	352	5,427

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	40	1,069	233	1,342
8 - 9	69	999	198	1,266
9 - 10	58	1,019	143	1,220
4 - 5	185	868	85	1,138
5 - 6	198	869	91	1,158
6 - 7	131	866	71	1,068
TOTAL	681	5,690	821	7,192

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,208	N/A	N/A	N/A	N/A
2,195	N/A	N/A	N/A	N/A
2,157	N/A	N/A	N/A	N/A
2,044	N/A	N/A	N/A	N/A
2,056	N/A	N/A	N/A	N/A
1,959	N/A	N/A	N/A	N/A
12,619	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	84	589	25	698
8 - 9	133	916	39	1,088
9 - 10	103	576	19	698
4 - 5	222	1,229	37	1,488
5 - 6	190	1,265	32	1,487
6 - 7	175	1,276	47	1,498
TOTAL	907	5,851	199	6,957

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	116	1,712	49	1,877
8 - 9	136	1,695	96	1,927
9 - 10	126	1,405	67	1,598
4 - 5	118	728	101	947
5 - 6	119	836	136	1,091
6 - 7	87	756	118	961
TOTAL	702	7,132	567	8,401

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,575	N/A	N/A	N/A	N/A
3,015	N/A	N/A	N/A	N/A
2,296	N/A	N/A	N/A	N/A
2,435	N/A	N/A	N/A	N/A
2,578	N/A	N/A	N/A	N/A
2,459	N/A	N/A	N/A	N/A
15,358	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South VICTORIA AVENUE

East/West COUNTRY CLUB DRIVE

Day: AM TUESDAY **Date:** April 22, 2025 **Weather:** CLEAR
PM TUESDAY April 22, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	17	7:45	7	7:30	40	8:00	82	7:30
PM PK 15 MIN	21	5:15	7	4:45	106	5:15	37	5:45
AM PK HOUR	56	7:45	22	7:15	118	7:45	287	7:30
PM PK HOUR	78	4:45	22	4:45	368	5:15	113	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	12	22	11	45
8 - 9	8	28	17	53
9 - 10	7	26	12	45
4 - 5	6	24	24	54
5 - 6	7	38	31	76
6 - 7	1	41	25	67
TOTAL	41	179	120	340

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	4	11	4	19
8 - 9	1	10	2	13
9 - 10	3	13	3	19
4 - 5	8	11	0	19
5 - 6	9	10	0	19
6 - 7	5	10	2	17
TOTAL	30	65	11	106

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
64	N/A	N/A	N/A	N/A
66	N/A	N/A	N/A	N/A
64	N/A	N/A	N/A	N/A
73	N/A	N/A	N/A	N/A
95	N/A	N/A	N/A	N/A
84	N/A	N/A	N/A	N/A
446	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	50	7	57
8 - 9	3	106	7	116
9 - 10	3	43	0	46
4 - 5	4	296	19	319
5 - 6	6	346	15	367
6 - 7	3	208	14	225
TOTAL	19	1,049	62	1,130

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	14	186	1	201
8 - 9	8	180	8	196
9 - 10	11	84	8	103
4 - 5	13	79	7	99
5 - 6	8	97	8	113
6 - 7	17	48	8	73
TOTAL	71	674	40	785

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
258	N/A	N/A	N/A	N/A
312	N/A	N/A	N/A	N/A
149	N/A	N/A	N/A	N/A
418	N/A	N/A	N/A	N/A
480	N/A	N/A	N/A	N/A
298	N/A	N/A	N/A	N/A
1,915	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South CRENSHAW BOULEVARD

East/West COUNTRY CLUB DRIVE

Day: AM TUESDAY **Date:** April 22, 2025 **Weather:** CLEAR
PM TUESDAY April 22, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	254	8:45	320	7:30	40	8:00	88	7:30
PM PK 15 MIN	297	4:15	296	5:15	113	5:15	18	4:45
AM PK HOUR	999	8:15	1,232	7:15	137	7:45	283	7:30
PM PK HOUR	1,040	4:00	1,050	5:00	385	5:00	50	5:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	35	825	15	875
8 - 9	44	910	30	984
9 - 10	46	858	15	919
4 - 5	46	925	69	1,040
5 - 6	60	881	90	1,031
6 - 7	42	890	39	971
TOTAL	273	5,289	258	5,820

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	6	1,142	24	1,172
8 - 9	8	1,170	21	1,199
9 - 10	8	1,106	18	1,132
4 - 5	43	906	36	985
5 - 6	26	996	28	1,050
6 - 7	41	903	18	962
TOTAL	132	6,223	145	6,500

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,047	N/A	N/A	N/A	N/A
2,183	N/A	N/A	N/A	N/A
2,051	N/A	N/A	N/A	N/A
2,025	N/A	N/A	N/A	N/A
2,081	N/A	N/A	N/A	N/A
1,933	N/A	N/A	N/A	N/A
12,320	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	5	24	46	75
8 - 9	13	50	65	128
9 - 10	7	17	37	61
4 - 5	23	178	123	324
5 - 6	36	226	123	385
6 - 7	17	132	93	242
TOTAL	101	627	487	1,215

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	20	162	58	240
8 - 9	21	132	42	195
9 - 10	9	38	37	84
4 - 5	7	17	22	46
5 - 6	8	19	18	45
6 - 7	3	15	23	41
TOTAL	68	383	200	651

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
315	N/A	N/A	N/A	N/A
323	N/A	N/A	N/A	N/A
145	N/A	N/A	N/A	N/A
370	N/A	N/A	N/A	N/A
430	N/A	N/A	N/A	N/A
283	N/A	N/A	N/A	N/A
1,866	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South SAN VICENTE BOULEVARD
East/West PICO BOULEVARD

Day: AM THURSDAY **Date:** April 24, 2025 **Weather:** CLEAR
PM THURSDAY April 24, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	213	7:15	172	8:30	138	8:30	417	7:30
PM PK 15 MIN	114	4:15	312	5:15	257	4:15	251	6:00
AM PK HOUR	719	7:00	586	8:15	525	8:15	1,612	7:15
PM PK HOUR	388	5:30	1,166	5:15	986	5:15	981	5:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	159	515	45	719
8 - 9	108	482	49	639
9 - 10	111	524	60	695
4 - 5	46	226	87	359
5 - 6	43	242	90	375
6 - 7	55	214	82	351
TOTAL	522	2,203	413	3,138

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	64	242	10	316
8 - 9	127	419	18	564
9 - 10	148	348	20	516
4 - 5	185	868	85	1,138
5 - 6	198	869	91	1,158
6 - 7	131	866	71	1,068
TOTAL	853	3,612	295	4,760

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,035	N/A	N/A	N/A	N/A
1,203	N/A	N/A	N/A	N/A
1,211	N/A	N/A	N/A	N/A
1,497	N/A	N/A	N/A	N/A
1,533	N/A	N/A	N/A	N/A
1,419	N/A	N/A	N/A	N/A
7,898	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	332	56	388
8 - 9	0	408	110	518
9 - 10	0	333	80	413
4 - 5	0	750	193	943
5 - 6	0	774	187	961
6 - 7	0	785	177	962
TOTAL	0	3,382	803	4,185

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	24	1,162	354	1,540
8 - 9	18	1,095	437	1,550
9 - 10	15	1,009	389	1,413
4 - 5	38	666	182	886
5 - 6	31	720	213	964
6 - 7	31	664	175	870
TOTAL	157	5,316	1,750	7,223

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,928	N/A	N/A	N/A	N/A
2,068	N/A	N/A	N/A	N/A
1,826	N/A	N/A	N/A	N/A
1,829	N/A	N/A	N/A	N/A
1,925	N/A	N/A	N/A	N/A
1,832	N/A	N/A	N/A	N/A
11,408	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South: VICTORIA AVENUE

East/West: PICO BOULEVARD

Day: AM WEDNESDAY Date: April 23, 2025 Weather: CLEAR
PM WEDNESDAY April 23, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES District: CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	5	8:00	14	8:00	153	8:30	309	7:30
PM PK 15 MIN	5	4:15	15	4:30	303	5:00	180	5:15
AM PK HOUR	9	7:15	36	7:30	551	7:45	1,151	7:00
PM PK HOUR	16	6:00	48	4:00	1,166	4:30	666	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	2	4	6
8 - 9	2	2	5	9
9 - 10	4	0	4	8
4 - 5	8	0	3	11
5 - 6	8	1	5	14
6 - 7	4	2	10	16
TOTAL	26	7	31	64

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	9	0	20	29
8 - 9	14	0	16	30
9 - 10	4	0	25	29
4 - 5	19	0	29	48
5 - 6	15	1	22	38
6 - 7	8	0	16	24
TOTAL	69	1	128	198

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
35	N/A	N/A	N/A	N/A
39	N/A	N/A	N/A	N/A
37	N/A	N/A	N/A	N/A
59	N/A	N/A	N/A	N/A
52	N/A	N/A	N/A	N/A
40	N/A	N/A	N/A	N/A
262	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	23	378	3	404
8 - 9	33	504	7	544
9 - 10	22	450	5	477
4 - 5	53	1,072	21	1,146
5 - 6	48	1,075	14	1,137
6 - 7	35	1,037	21	1,093
TOTAL	214	4,516	71	4,801

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	8	1,132	11	1,151
8 - 9	5	1,074	20	1,099
9 - 10	9	1,014	13	1,036
4 - 5	9	606	20	635
5 - 6	7	630	22	659
6 - 7	8	558	23	589
TOTAL	46	5,014	109	5,169

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,555	N/A	N/A	N/A	N/A
1,643	N/A	N/A	N/A	N/A
1,513	N/A	N/A	N/A	N/A
1,781	N/A	N/A	N/A	N/A
1,796	N/A	N/A	N/A	N/A
1,682	N/A	N/A	N/A	N/A
9,970	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South CRENSHAW BOULEVARD

East/West PICO BOULEVARD

Day: AM WEDNESDAY **Date:** April 23, 2025 **Weather:** CLEAR
PM WEDNESDAY April 23, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	283	8:45	318	8:45	152	8:30	247	7:30
PM PK 15 MIN	304	5:30	325	5:45	274	4:45	155	5:00
AM PK HOUR	1,111	8:15	1,233	7:15	527	8:00	838	7:00
PM PK HOUR	1,112	4:00	1,157	5:00	1,063	4:30	597	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	163	769	41	973
8 - 9	194	828	77	1,099
9 - 10	119	801	61	981
4 - 5	102	849	161	1,112
5 - 6	92	880	124	1,096
6 - 7	106	789	99	994
TOTAL	776	4,916	563	6,255

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	25	919	239	1,183
8 - 9	34	897	282	1,213
9 - 10	35	827	256	1,118
4 - 5	130	824	107	1,061
5 - 6	143	907	107	1,157
6 - 7	98	797	125	1,020
TOTAL	465	5,171	1,116	6,752

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,156	N/A	N/A	N/A	N/A
2,312	N/A	N/A	N/A	N/A
2,099	N/A	N/A	N/A	N/A
2,173	N/A	N/A	N/A	N/A
2,253	N/A	N/A	N/A	N/A
2,014	N/A	N/A	N/A	N/A
13,007	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	47	278	59	384
8 - 9	69	362	96	527
9 - 10	57	320	75	452
4 - 5	114	848	89	1,051
5 - 6	85	889	66	1,040
6 - 7	106	845	62	1,013
TOTAL	478	3,542	447	4,467

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	75	735	28	838
8 - 9	69	644	52	765
9 - 10	68	669	44	781
4 - 5	55	437	49	541
5 - 6	67	452	50	569
6 - 7	62	348	43	453
TOTAL	396	3,285	266	3,947

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,222	N/A	N/A	N/A	N/A
1,292	N/A	N/A	N/A	N/A
1,233	N/A	N/A	N/A	N/A
1,592	N/A	N/A	N/A	N/A
1,609	N/A	N/A	N/A	N/A
1,466	N/A	N/A	N/A	N/A
8,414	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South ARLINGTON AVENUE

East/West PICO BOULEVARD

Day: AM TUESDAY **Date:** April 29, 2025 **Weather:** CLEAR
PM TUESDAY April 29, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	344	8:00	261	8:00	155	8:00	210	7:15
PM PK 15 MIN	325	4:45	247	5:30	256	4:45	143	5:15
AM PK HOUR	1,241	7:15	978	7:45	551	7:45	817	7:15
PM PK HOUR	1,211	4:45	927	5:30	989	4:30	549	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	143	872	106	1,121
8 - 9	117	971	96	1,184
9 - 10	93	816	37	946
4 - 5	57	931	73	1,061
5 - 6	58	1,014	35	1,107
6 - 7	64	887	41	992
TOTAL	532	5,491	388	6,411

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	69	731	94	894
8 - 9	78	743	135	956
9 - 10	43	518	107	668
4 - 5	103	655	87	845
5 - 6	96	727	67	890
6 - 7	115	676	77	868
TOTAL	504	4,050	567	5,121

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,015	N/A	N/A	N/A	N/A
2,140	N/A	N/A	N/A	N/A
1,614	N/A	N/A	N/A	N/A
1,906	N/A	N/A	N/A	N/A
1,997	N/A	N/A	N/A	N/A
1,860	N/A	N/A	N/A	N/A
11,532	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	95	256	37	388
8 - 9	121	372	43	536
9 - 10	102	302	37	441
4 - 5	172	711	88	971
5 - 6	146	714	76	936
6 - 7	121	690	58	869
TOTAL	757	3,045	339	4,141

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	36	638	134	808
8 - 9	41	549	114	704
9 - 10	14	595	87	696
4 - 5	51	355	105	511
5 - 6	42	378	89	509
6 - 7	34	329	55	418
TOTAL	218	2,844	584	3,646

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,196	N/A	N/A	N/A	N/A
1,240	N/A	N/A	N/A	N/A
1,137	N/A	N/A	N/A	N/A
1,482	N/A	N/A	N/A	N/A
1,445	N/A	N/A	N/A	N/A
1,287	N/A	N/A	N/A	N/A
7,787	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South CRENSHAW BOULEVARD

East/West VENICE BOULEVARD

Day: AM TUESDAY **Date:** April 29, 2025 **Weather:** CLEAR
PM TUESDAY April 29, 2025
Hours: 7-10 AM 4-7 PM

School Day: YES **District:** CENTRAL

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	356	7:45	284	7:30	186	8:45	252	7:45
PM PK 15 MIN	321	4:45	275	4:00	460	4:45	174	5:45
AM PK HOUR	1,358	7:30	1,059	7:30	684	8:00	954	7:15
PM PK HOUR	1,133	4:15	1,038	4:00	1,631	4:15	631	5:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	438	825	27	1,290
8 - 9	330	931	39	1,300
9 - 10	315	929	46	1,290
4 - 5	211	858	57	1,126
5 - 6	213	837	59	1,109
6 - 7	175	855	46	1,076
TOTAL	1,682	5,235	274	7,191

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	41	709	265	1,015
8 - 9	50	710	268	1,028
9 - 10	43	696	204	943
4 - 5	92	893	53	1,038
5 - 6	75	873	53	1,001
6 - 7	88	805	62	955
TOTAL	389	4,686	905	5,980

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,305	N/A	N/A	N/A	N/A
2,328	N/A	N/A	N/A	N/A
2,233	N/A	N/A	N/A	N/A
2,164	N/A	N/A	N/A	N/A
2,110	N/A	N/A	N/A	N/A
2,031	N/A	N/A	N/A	N/A
13,171	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	71	305	142	518
8 - 9	93	441	150	684
9 - 10	73	376	181	630
4 - 5	196	1,064	353	1,613
5 - 6	191	1,032	332	1,555
6 - 7	226	983	341	1,550
TOTAL	850	4,201	1,499	6,550

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	65	814	49	928
8 - 9	64	660	42	766
9 - 10	76	581	43	700
4 - 5	90	433	45	568
5 - 6	95	444	61	600
6 - 7	94	388	52	534
TOTAL	484	3,320	292	4,096

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,446	N/A	N/A	N/A	N/A
1,450	N/A	N/A	N/A	N/A
1,330	N/A	N/A	N/A	N/A
2,181	N/A	N/A	N/A	N/A
2,155	N/A	N/A	N/A	N/A
2,084	N/A	N/A	N/A	N/A
10,646	N/A	N/A	N/A	N/A

Daily (24 Hour) Street Segment Traffic Volume Counts

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 PICO BOULEVARD MIXED-USE PROJECT
LOCATION: VICTORIA AVENUE - BETWEEN PICO BOULEVARD AND 12TH STREET
DATE: WEDNESDAY, APRIL 23, 2025

DIRECTION:		NORTHBOUND			
TIME BEGINNING	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	2	0	1	3
01:00	2	0	1	0	3
02:00	0	0	1	0	1
03:00	0	0	0	0	0
04:00	0	1	2	2	5
05:00	2	0	0	1	3
06:00	2	4	2	0	8
07:00	5	6	12	12	35
08:00	18	13	9	9	49
09:00	10	14	9	7	40
10:00	6	4	12	11	33
11:00	9	7	6	6	28
12:00	6	10	11	8	35
13:00	5	15	8	5	33
14:00	11	8	6	10	35
15:00	8	11	12	14	45
16:00	13	15	24	21	73
17:00	17	10	12	19	58
18:00	22	13	9	23	67
19:00	11	5	4	3	23
20:00	8	8	3	4	23
21:00	9	4	3	2	18
22:00	3	2	2	0	7
23:00	1	0	0	1	2
				TOTAL	627

AM PEAK HOUR	07:30-08:30
VOLUME	55
PM PEAK HOUR	16:15-17:15
VOLUME	77

DIRECTION:		SOUTHBOUND			
TIME BEGINNING	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	1	0	1
01:00	2	1	0	0	3
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	2	0	2
05:00	2	1	1	2	6
06:00	1	2	5	6	14
07:00	8	7	8	6	29
08:00	11	8	6	3	28
09:00	6	16	10	10	42
10:00	4	6	8	6	24
11:00	9	5	8	7	29
12:00	6	8	5	3	22
13:00	4	6	8	4	22
14:00	5	4	8	12	29
15:00	8	6	9	9	32
16:00	14	16	9	12	51
17:00	8	10	9	6	33
18:00	9	7	2	4	22
19:00	3	7	5	6	21
20:00	2	0	3	4	9
21:00	4	7	0	2	13
22:00	4	1	1	1	7
23:00	0	2	0	0	2
				TOTAL	441

AM PEAK HOUR	09:00-10:00
VOLUME	42
PM PEAK HOUR	16:00-17:00
VOLUME	51

TOTAL BI-DIRECTIONAL VOLUME	**1,068**

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 PICO BOULEVARD MIXED-USE PROJECT
LOCATION: COUNTRY CLUB DRIVE - BETWEEN VICTORIA AVENUE AND CRENSHAW BOULEVARD
DATE: WEDNESDAY, APRIL 23, 2025

DIRECTION:		WESTBOUND			
TIME BEGINNING	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	1	0	1
01:00	2	0	0	0	2
02:00	0	1	0	0	1
03:00	1	0	0	0	1
04:00	0	0	2	2	4
05:00	4	2	1	2	9
06:00	2	5	12	18	37
07:00	23	42	73	70	208
08:00	76	59	43	33	211
09:00	16	18	36	29	99
10:00	20	18	15	18	71
11:00	15	12	18	13	58
12:00	9	14	19	13	55
13:00	16	8	8	10	42
14:00	17	19	20	31	87
15:00	29	24	28	24	105
16:00	28	37	31	42	138
17:00	36	36	34	45	151
18:00	40	25	21	24	110
19:00	17	13	13	6	49
20:00	6	9	11	4	30
21:00	4	6	7	4	21
22:00	4	3	2	3	12
23:00	3	2	3	1	9
				TOTAL	1,511

AM PEAK HOUR	07:30-08:30
VOLUME	278
PM PEAK HOUR	17:15-18:15
VOLUME	155

DIRECTION:		EASTBOUND			
TIME BEGINNING	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	1	0	0	1
01:00	0	0	0	0	0
02:00	0	1	0	0	1
03:00	0	0	0	0	0
04:00	2	1	2	1	6
05:00	0	2	0	0	2
06:00	9	5	12	5	31
07:00	15	9	19	42	85
08:00	40	35	41	23	139
09:00	16	18	17	18	69
10:00	17	13	19	16	65
11:00	23	13	12	23	71
12:00	20	11	19	17	67
13:00	17	21	21	20	79
14:00	17	42	40	37	136
15:00	59	79	61	89	288
16:00	90	83	69	94	336
17:00	83	85	85	98	351
18:00	72	71	36	35	214
19:00	21	24	16	15	76
20:00	15	10	13	6	44
21:00	12	6	4	2	24
22:00	8	5	2	4	19
23:00	3	5	4	0	12
				TOTAL	2,116

AM PEAK HOUR	07:45-08:45
VOLUME	158
PM PEAK HOUR	17:00-18:00
VOLUME	351

TOTAL BI-DIRECTIONAL VOLUME	**3,627**

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

APPENDIX I

RELATED PROJECTS DESCRIPTIONS AND TRIP GENERATION ESTIMATES
AND
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

Table I-1
4201 Pico Boulevard Mixed-Use Project
Related Projects Descriptions and Trip Generation Estimates

Map No.	Land Use/Description	Size/Units	Address	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Mixed-Use [1]		1009 S. Crenshaw Boulevard	587	-14	48	34	33	23	56
	Apartments	206 units								
	Shopping Center	23,858 sq. ft.								
	Gas Station	*10 pumps*								
	Office	*8,505 sq. ft.*								
	Gym	*2,795 sq. ft.*								
	Retail	*1,473 sq. ft.*								
2	Residential [2]		1035 S. Crenshaw Boulevard	212	5	15	20	13	8	21
	Apartments (Mid-Rise)	54 d.u.								
	Apartments (Affordable)	6 d.u.								
3	Mixed-Use		4600 W. Washington Boulevard	298	19	18	37	13	16	29
	Apartments (Affordable)	56 d.u.								
	Artist Space	4,000 sq. ft.								
	Art Gallery	1,000 sq. ft.								
4	Residential		2360 W. Venice Boulevard	712	12	44	56	35	18	53
	Apartments	162 d.u.								
	Apartments (Affordable)	18 d.u.								
5	Mixed-Use		4680 W. Wilshire Boulevard	923	57	31	88	27	71	98
	Apartments	65 d.u.								
	Single-Family Residence	16 d.u.								
	Office	62,152 sq. ft.								
6	Mixed-Use		3355 W. Olympic Boulevard	611	-11	22	11	35	20	55
	Apartments	153 d.u.								
	Apartments (Affordable)	16 d.u.								
	Retail	3,400 sq. ft.								
	Restaurant	1,500 sq. ft.								

Notes:

Uses identified in *italics* are existing uses removed in order to develop proposed project.

Trip generation estimates for all "City of Los Angeles" projects per LADOT *Case Logging and Tracking System* ("CLATS"). (unless noted)

Sources:

[1] Traffic Impact Study for 1009 Crenshaw Mixed-Use Project, Overland Traffic Consultants, Inc., October 2016.

[2] Technical Memorandum for 1035 S. Crenshaw Boulevard Residential Project, Raju Associates, Inc., September 13, 2024.

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ RELPROJ-AM.DWG

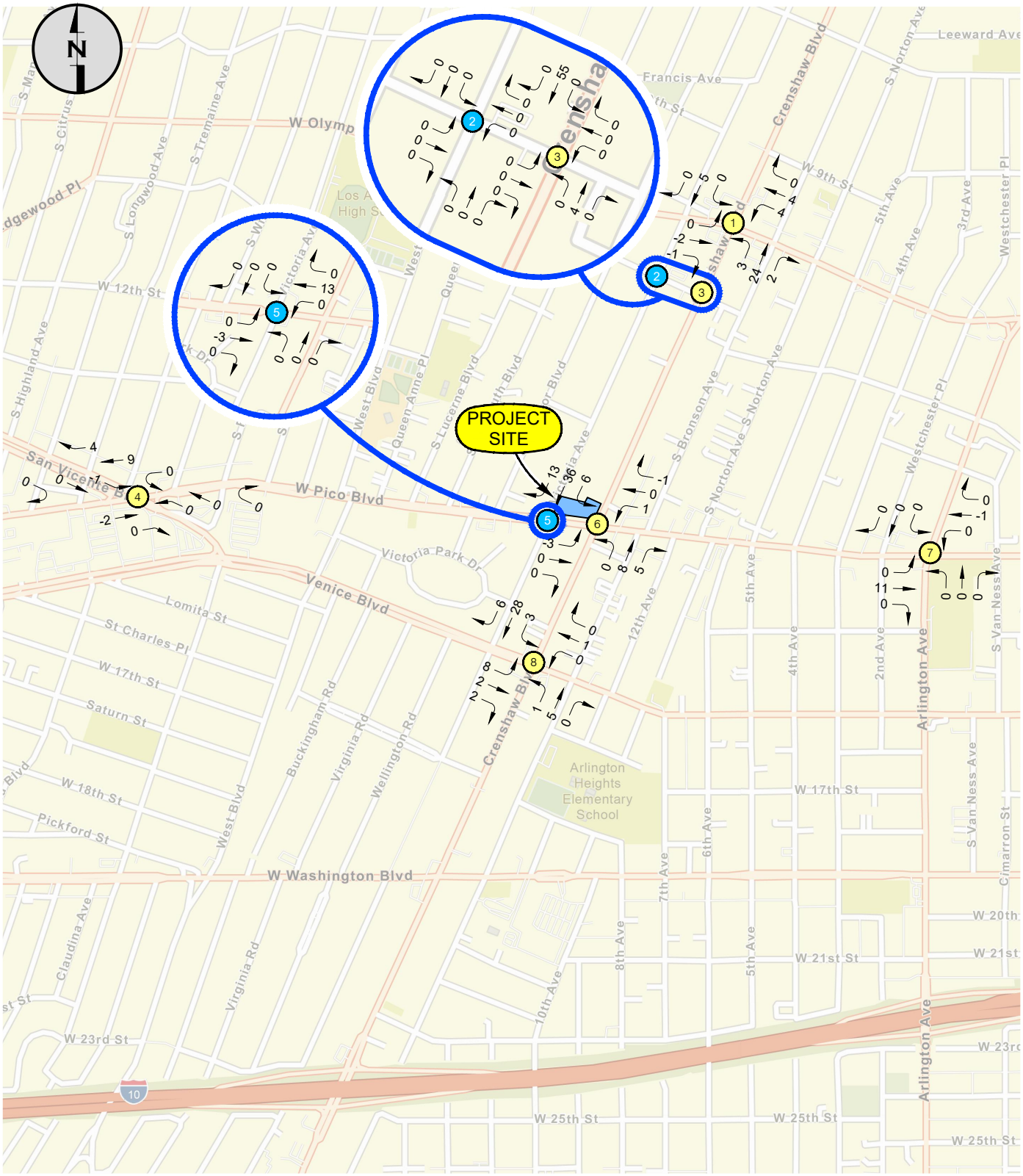


FIGURE I-1(a)

++DATE

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR

4201 W PICO BOULEVARD MIXED-USE (VMT & TIA) \ RELPROJ-PM.DWG

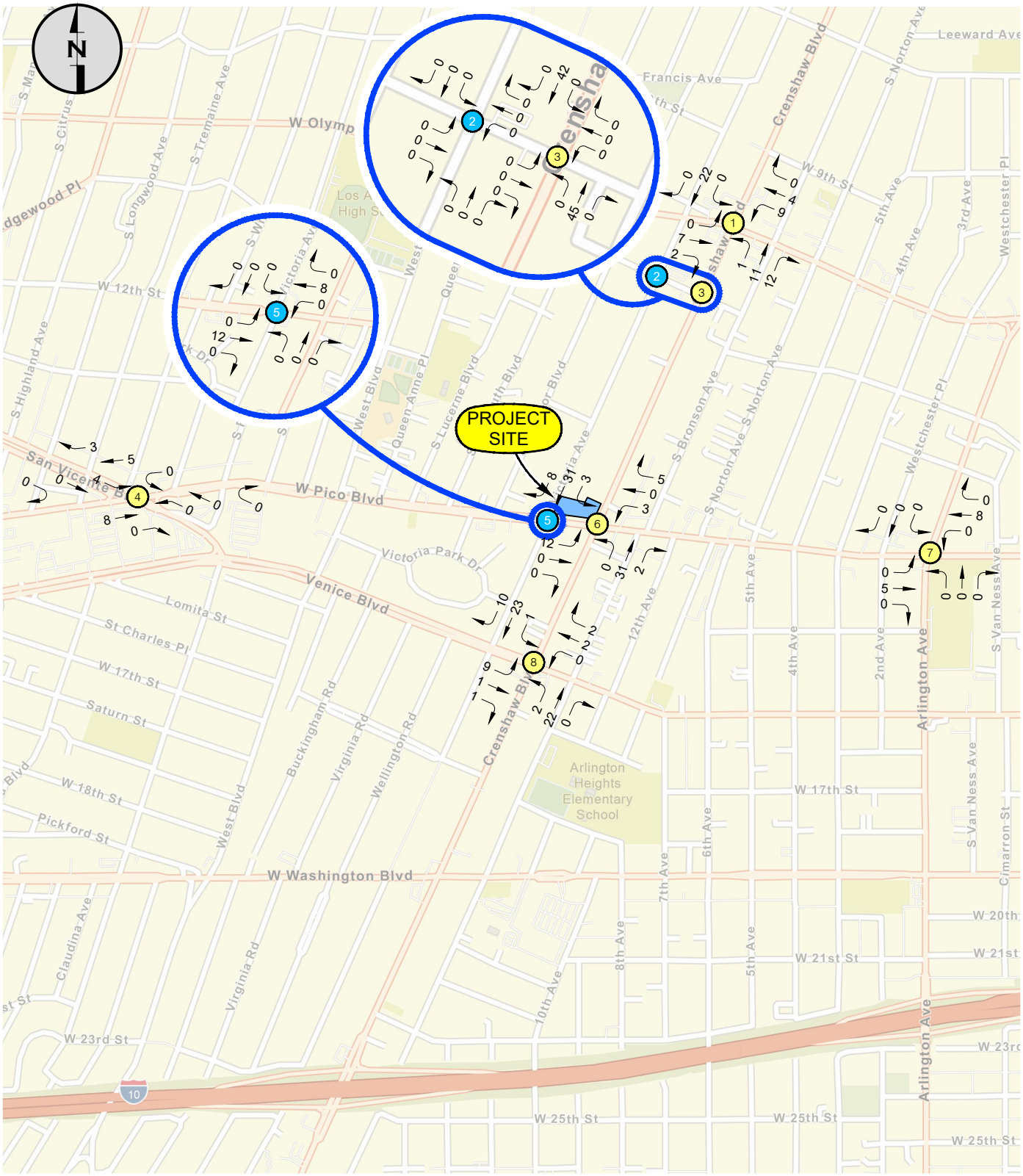


FIGURE I-1(b)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

5/15/2025

APPENDIX J

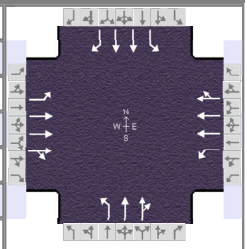
HIGHWAY CAPACITY MANUAL ("HCM") INTERSECTION ANALYSIS WORKSHEETS

Existing (2025) Conditions

AM Peak Hour

HCS Signalized Intersection Results Summary

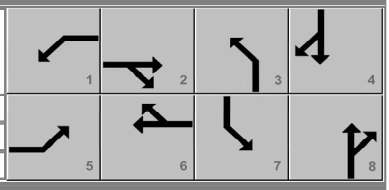
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	892	38	133	1787	73	93	750	44	80	995	206

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.9	0.5	50.6	7.3	1.1	33.6
Yellow	4.0	0.0	4.0	4.0	0.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.9	54.6	15.4	55.1	12.4	38.7	11.3	37.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	10.9		11.4		8.6	27.4	7.7	35.6
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	3.6	0.1	0.0
Phase Call Probability	0.99		0.99		0.97	1.00	0.94	1.00
Max Out Probability	0.10		0.19		0.00	0.57	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	137	678	332	145	1356	666	101	436	427	87	1082	224
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1858	1810	1900	1860	1810	1900	1862	1810	1809	1610
Queue Service Time (g_s), s	8.9	15.1	15.1	9.4	38.2	38.4	6.6	25.4	25.4	5.7	33.6	14.0
Cycle Queue Clearance Time (g_c), s	8.9	15.1	15.1	9.4	38.2	38.4	6.6	25.4	25.4	5.7	33.6	14.0
Green Ratio (*g/C*)	0.09	0.42	0.42	0.10	0.43	0.43	0.07	0.29	0.29	0.06	0.28	0.28
Capacity (*c*), veh/h	165	1602	783	172	1618	792	126	549	538	111	1013	451
Volume-to-Capacity Ratio (*X*)	0.832	0.424	0.424	0.839	0.838	0.841	0.800	0.794	0.794	0.787	1.067	0.496
Back of Queue (*Q*), ft/ln (95 th percentile)	199	279	281	211	627	652	141	465	458	122	756	233
Back of Queue (*Q*), veh/ln (95 th percentile)	7.9	11.2	11.2	8.4	25.1	26.1	5.7	18.6	18.3	4.9	30.3	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	53.6	24.4	24.5	53.4	30.8	30.8	55.0	39.4	39.4	55.6	43.2	36.1
Incremental Delay (d_2), s/veh	9.8	0.8	1.7	12.2	5.4	10.5	4.3	7.3	7.4	4.6	48.1	0.3
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	0.0
Control Delay (*d*), s/veh	63.5	25.3	26.1	65.6	36.1	41.3	59.3	46.6	46.8	60.2	91.3	36.4
Level of Service (LOS)	E	C	C	E	D	D	E	D	D	E	F	D
Approach Delay, s/veh / LOS	30.1	C		39.7	D		48.0	D		80.5	F	
Intersection Delay, s/veh / LOS	49.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.43	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.12	A	1.68	B	1.28	A	1.64	B

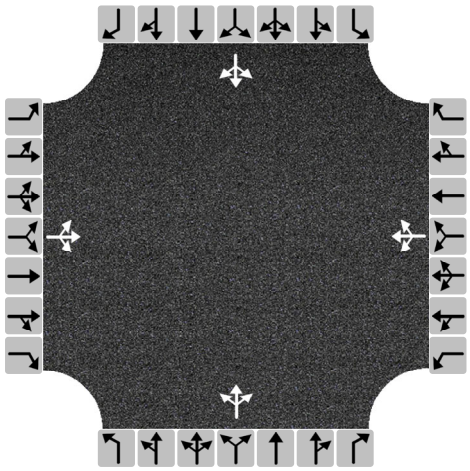
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Existing (2025) - No Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	1	100	6	16	265	6	15	25	14	2	12	5
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	116			312			59			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.103			0.277			0.052			0.018		
Final Departure Headway, h_d (s)	4.42			4.26			4.80			4.82		
Final Degree of Utilization, x	0.143			0.369			0.078			0.028		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.42			2.26			2.80			2.82		

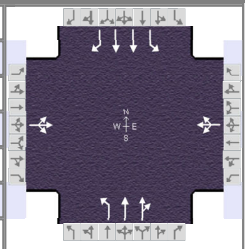
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	116			312			59			21		
Capacity (veh/h)	814			845			749			747		
95% Queue Length, Q_{95} (veh)	0.5			1.7			0.3			0.1		
95% Queue Length, Q_{95} (ft)	12.7			43.2			7.6			2.5		
Control Delay (s/veh)	8.2			9.7			8.2			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.2	A		9.7	A		8.2	A		8.0	A	
Intersection Delay (s/veh) | LOS	9.1						A					

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HCS Signalized Intersection Results Summary

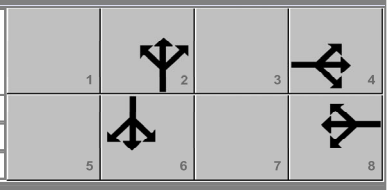
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	52	70	22	211	50	46	866	30	11	1166	29

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	74.3	11.5	22.2	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		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		15.5		26.2		78.3		78.3
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.1		0.0		0.0
Queue Clearance Time (g_s), s		11.4		21.7				
Green Extension Time (g_e), s		0.2		0.5		0.0		0.0
Phase Call Probability		0.99		1.00				
Max Out Probability		0.00		0.00				

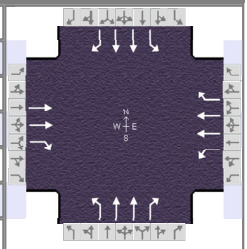
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		138			308		50	490	484	12	1267	32
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1725			1835		444	1900	1877	587	1809	1610
Queue Service Time (g_s), s		9.4			19.7		8.9	15.9	15.9	1.3	24.7	0.9
Cycle Queue Clearance Time (g_c), s		9.4			19.7		33.6	15.9	15.9	17.2	24.7	0.9
Green Ratio (*g/C*)		0.10			0.19		0.62	0.62	0.62	0.62	0.62	0.62
Capacity (*c*), veh/h		166			340		243	1176	1162	345	2239	996
Volume-to-Capacity Ratio (*X*)		0.834			0.905		0.205	0.417	0.417	0.035	0.566	0.032
Back of Queue (*Q*), ft/ln (95 th percentile)		191			356		48	274	271	8	370	15
Back of Queue (*Q*), veh/ln (95 th percentile)		7.6			14.2		1.9	10.9	10.8	0.3	14.8	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		53.3			47.9		23.3	11.7	11.7	16.2	13.4	8.9
Incremental Delay (d_2), s/veh		4.1			3.7		1.9	1.1	1.1	0.2	1.0	0.1
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		57.4			51.6		25.2	12.8	12.9	16.4	14.5	9.0
Level of Service (LOS)		E			D		C	B	B	B	B	A
Approach Delay, s/veh / LOS	57.4	E		51.6	D		13.4	B		14.3	B	
Intersection Delay, s/veh / LOS	20.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.47	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	0.72	A	1.00	A	1.33	A	1.57	B

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HCS Signalized Intersection Results Summary

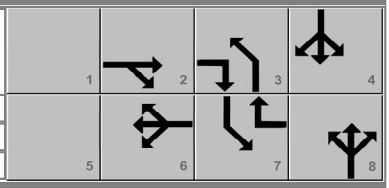
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		408	110	18	1095	437	108	482	49	127	419	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	77.5	8.2	1.2	21.0	0.0	0.0
Yellow	4.0	4.0	0.0	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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		81.5		81.5	12.2	25.0	13.4	26.2
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	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s					8.3	18.8	9.4	16.1
Green Extension Time (g_e), s		0.0		0.0	0.1	2.3	0.1	2.4
Phase Call Probability					0.98	1.00	0.99	1.00
Max Out Probability					0.00	0.02	0.02	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		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		443	120	20	1190	475	117	524	53	138	455	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	961	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		5.9	2.7	1.0	20.8	13.8	6.3	16.8	3.4	7.4	14.1	1.2
Cycle Queue Clearance Time (g_c), s		5.9	2.7	6.9	20.8	13.8	6.3	16.8	3.4	7.4	14.1	1.2
Green Ratio (*g/C*)		0.65	0.71	0.65	0.65	0.72	0.24	0.18	0.18	0.25	0.19	0.19
Capacity (*c*), veh/h		2338	1151	634	2338	1167	233	634	282	234	670	298
Volume-to-Capacity Ratio (*X*)		0.190	0.104	0.031	0.509	0.407	0.504	0.826	0.189	0.590	0.680	0.066
Back of Queue (*Q*), ft/ln (95 th percentile)		101	40	10	315	197	126	304	61	149	261	22
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1	1.6	0.4	12.6	7.9	5.1	12.2	2.4	5.9	10.4	0.9
Queue Storage Ratio (*RQ*) (95 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		8.6	5.3	10.0	11.2	6.5	37.7	47.7	42.2	37.6	45.6	40.3
Incremental Delay (d_2), s/veh		0.2	0.2	0.1	0.8	1.1	0.6	1.9	0.1	0.9	0.5	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		8.7	5.5	10.1	12.0	7.5	38.4	49.6	42.3	38.4	46.0	40.4
Level of Service (LOS)		A	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	8.0	A		10.7	B		47.1	D		44.1	D	
Intersection Delay, s/veh / LOS	23.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	0.95	A	1.88	B	1.06	A	0.99	A

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HCS Two-Way Stop-Control Report

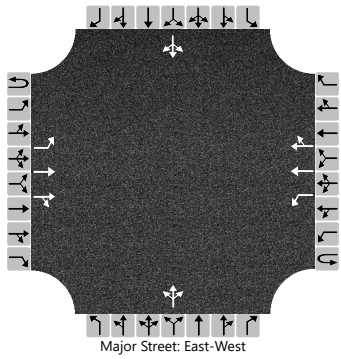
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing (2025) - No Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	29	498	6	0	5	1111	16		2	1	4		8	0	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

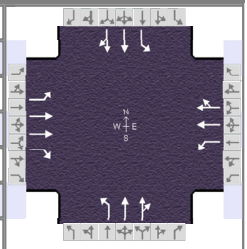
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32				5					8				24	
Capacity, c (veh/h)		559				1011					191				148	
v/c Ratio		0.06				0.01					0.04				0.16	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				0.6	
95% Queue Length, Q_{95} (ft)		5.1				0.0					2.6				15.4	
Control Delay (s/veh)		11.8				8.6					24.7				34.0	
Level of Service (LOS)		B				A					C				D	
Approach Delay (s/veh)	0.6				0.0				24.7				34.0			
Approach LOS	A				A				C				D			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	64	341	99	69	709	43	183	857	71	37	878	285

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	66.0	11.5	30.5	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	15.5	50.0		34.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.1		3.1
Queue Clearance Time (g_s), s					11.4	29.3		32.5
Green Extension Time (g_e), s		0.0		0.0	0.1	5.5		0.0
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.22	0.25		1.00

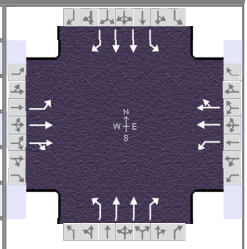
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	70	371	108	75	413	405	199	511	497	40	657	607
Adjusted Saturation Flow Rate (*s*), veh/h/ln	679	1809	1610	1028	1900	1861	1810	1900	1848	568	1900	1740
Queue Service Time (g_s), s	7.9	6.2	3.9	4.7	15.0	15.0	9.4	27.2	27.3	7.7	30.5	30.5
Cycle Queue Clearance Time (g_c), s	22.8	6.2	3.9	10.9	15.0	15.0	9.4	27.2	27.3	19.5	30.5	30.5
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.25	0.25	0.25
Capacity (*c*), veh/h	349	1990	886	573	1045	1024	234	728	708	148	482	442
Volume-to-Capacity Ratio (*X*)	0.199	0.186	0.121	0.131	0.395	0.395	0.850	0.702	0.702	0.271	1.363	1.373
Back of Queue (*Q*), ft/ln (95 th percentile)	62	113	65	53	270	266	213	465	454	49	1403	1322
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	4.5	2.6	2.1	10.8	10.6	8.5	18.6	18.2	2.0	56.1	52.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	22.1	13.5	13.0	16.3	15.5	15.5	31.4	31.2	31.2	46.0	44.8	44.8
Incremental Delay (d_2), s/veh	1.3	0.2	0.3	0.5	1.1	1.1	13.6	2.6	2.7	0.4	176.4	181.9
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	0.0
Control Delay (*d*), s/veh	23.4	13.7	13.3	16.7	16.6	16.7	45.1	33.8	33.9	46.4	221.2	226.7
Level of Service (LOS)	C	B	B	B	B	B	D	C	C	D	F	F
Approach Delay, s/veh / LOS	14.9	B		16.7	B		35.7	D		218.3	F	
Intersection Delay, s/veh / LOS	88.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	0.94	A	1.22	A	1.48	A	1.56	B

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HCS Signalized Intersection Results Summary

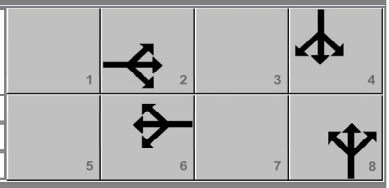
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	384	45	41	572	128	153	949	121	91	759	128

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.4		3.4
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

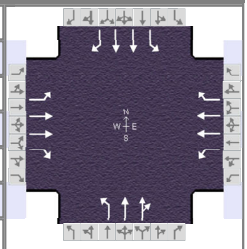
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	133	236	230	45	392	369	166	1032	132	99	825	139
Adjusted Saturation Flow Rate (*s*), veh/h/ln	716	1900	1830	941	1900	1779	674	1809	1610	556	1809	1610
Queue Service Time (*g s*), s	9.7	4.8	4.9	1.9	8.8	8.9	0.0	26.0	8.4	0.0	26.0	8.9
Cycle Queue Clearance Time (*g c*), s	18.6	4.8	4.9	6.8	8.8	8.9	26.0	26.0	8.4	26.0	26.0	8.9
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	520	1362	1311	696	1362	1275	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.255	0.174	0.175	0.064	0.288	0.289	2.772	1.316	0.377	1.649	1.053	0.399
Back of Queue (*Q*), ft/ln (95 th percentile)	72	82	80	18	150	141	713	1050	149	348	599	159
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	3.3	3.2	0.7	6.0	5.7	28.5	42.0	6.0	13.9	24.0	6.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	9.4	5.5	5.5	6.6	6.1	6.1	60.0	47.0	40.1	60.0	47.0	40.3
Incremental Delay (*d 2*), s/veh	1.2	0.3	0.3	0.2	0.5	0.6	841.7	151.2	0.3	354.6	46.9	0.3
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	0.0
Control Delay (*d*), s/veh	10.6	5.8	5.8	6.8	6.6	6.6	901.7	198.2	40.3	414.6	93.9	40.6
Level of Service (LOS)	B	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	6.9	A		6.6	A		270.6	F		116.7	F	
Intersection Delay, s/veh / LOS	129.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	0.98	A	1.15	A	1.58	B	1.36	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Existing (2025) No Project - AM Peak Hou…		
Project Description	Existing (2025) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	389	151	72	790	54	406	919	33	44	710	305

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.0	53.4	4.8	7.2	26.0	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	4.0	4.0	5	6	7	8		
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	12.6	59.3	10.7	57.4	20.0	41.2	8.8	30.0
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (*g s*), s	8.8		7.1		18.0	33.2	5.1	27.5
Green Extension Time (*g e*), s	0.1	0.0	0.1	0.0	0.0	2.3	0.0	0.0
Phase Call Probability	0.97		0.93		1.00	1.00	0.80	1.00
Max Out Probability	0.00		0.00		1.00	0.89	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	423	164	78	859	59	441	521	514	48	772	332
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1876	1810	1809	1610
Queue Service Time (*g s*), s	6.8	8.6	7.3	5.1	20.7	2.5	16.0	31.2	31.2	3.1	25.5	24.4
Cycle Queue Clearance Time (*g c*), s	6.8	8.6	7.3	5.1	20.7	2.5	16.0	31.2	31.2	3.1	25.5	24.4
Green Ratio (*g/C*)	0.07	0.46	0.46	0.06	0.44	0.44	0.35	0.31	0.31	0.04	0.22	0.22
Capacity (*c*), veh/h	130	1668	743	100	1609	716	241	589	582	72	784	349
Volume-to-Capacity Ratio (*X*)	0.803	0.253	0.221	0.780	0.534	0.082	1.829	0.883	0.883	0.663	0.985	0.950
Back of Queue (*Q*), ft/ln (95 th percentile)	146	164	128	111	347	44	1301	582	577	67	514	472
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	6.5	5.1	4.4	13.9	1.8	52.0	23.3	23.1	2.7	20.6	18.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	54.9	19.7	19.4	55.9	24.2	19.2	52.0	39.3	39.3	56.8	46.8	46.4
Incremental Delay (*d 2*), s/veh	4.3	0.4	0.7	4.9	1.3	0.2	388.9	14.3	14.4	3.8	28.2	35.0
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	0.0
Control Delay (*d*), s/veh	59.2	20.1	20.1	60.8	25.5	19.4	440.9	53.6	53.8	60.7	75.0	81.3
Level of Service (LOS)	E	C	C	E	C	B	F	D	D	E	E	F
Approach Delay, s/veh / LOS	26.0	C		27.9	C		169.5	F		76.2	E	
Intersection Delay, s/veh / LOS	88.9						F					

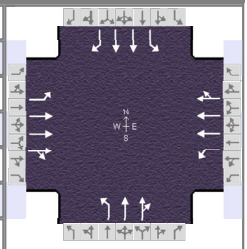
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.43	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.06	A	1.31	A	1.71	B	1.44	A

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PM Peak Hour

HCS Signalized Intersection Results Summary

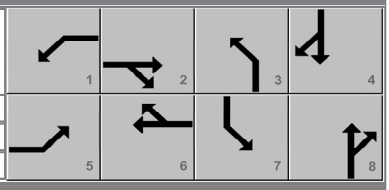
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	1284	40	125	828	129	71	765	69	174	906	86

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.8	1.2	46.0	6.6	3.8	27.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	55.2	14.8	50.0	10.6	31.6	18.4	39.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.8		10.9		7.1	29.6	14.3	33.6
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.1	1.1
Phase Call Probability	1.00		0.99		0.92	1.00	1.00	1.00
Max Out Probability	1.00		0.09		0.00	1.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	225	965	474	136	709	331	77	460	447	189	985	93
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1869	1810	1900	1766	1810	1900	1844	1810	1809	1610
Queue Service Time (g_s), s	14.8	23.4	23.4	8.9	17.0	17.1	5.1	27.6	27.6	12.3	31.6	5.2
Cycle Queue Clearance Time (g_c), s	14.8	23.4	23.4	8.9	17.0	17.1	5.1	27.6	27.6	12.3	31.6	5.2
Green Ratio (*g/C*)	0.13	0.43	0.43	0.09	0.38	0.38	0.05	0.23	0.23	0.12	0.30	0.30
Capacity (*c*), veh/h	241	1620	797	163	1456	677	99	438	425	217	1068	475
Volume-to-Capacity Ratio (*X*)	0.932	0.595	0.595	0.832	0.487	0.490	0.779	1.051	1.051	0.873	0.922	0.197
Back of Queue (*Q*), ft/ln (95 th percentile)	356	402	408	197	311	303	109	696	681	284	554	91
Back of Queue (*Q*), veh/ln (95 th percentile)	14.2	16.1	16.3	7.9	12.4	12.1	4.4	27.8	27.2	11.3	22.1	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.5	26.5	26.5	53.7	28.1	28.1	56.0	46.2	46.2	51.9	40.9	31.6
Incremental Delay (d_2), s/veh	39.2	1.6	3.3	9.5	1.2	2.5	4.9	57.1	57.8	24.2	12.6	0.1
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	0.0
Control Delay (*d*), s/veh	90.7	28.1	29.7	63.2	29.2	30.6	60.9	103.3	104.0	76.2	53.5	31.7
Level of Service (LOS)	F	C	C	E	C	C	E	F	F	E	D	C
Approach Delay, s/veh / LOS	37.0	D		33.5	C		100.3	F		55.3	E	
Intersection Delay, s/veh / LOS	53.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.44	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.40	A	1.13	A	1.30	A	1.53	B

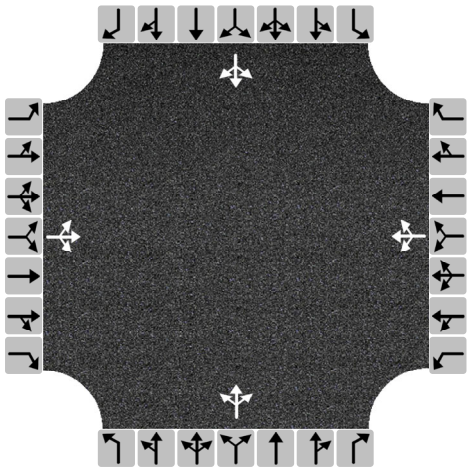
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Existing (2025) - No Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	346	15	8	97	8	7	38	31	9	10	0
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	399			123			83			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.355			0.109			0.073			0.018		
Final Departure Headway, h_d (s)	4.33			4.60			4.92			5.34		
Final Degree of Utilization, x	0.479			0.157			0.113			0.031		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.33			2.60			2.92			3.34		

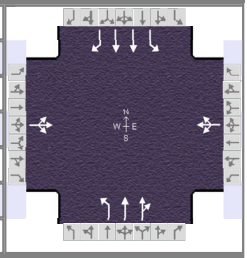
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	399			123			83			21		
Capacity (veh/h)	832			782			732			674		
95% Queue Length, Q_{95} (veh)	2.6			0.6			0.4			0.1		
95% Queue Length, Q_{95} (ft)	66.0			15.2			10.2			2.5		
Control Delay (s/veh)	11.2			8.5			8.5			8.5		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh) | LOS	11.2	B		8.5	A		8.5	A		8.5	A	
Intersection Delay (s/veh) | LOS	10.2						B					

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	226	123	8	19	18	60	881	90	26	996	28

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	77.2	26.0	4.8	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		30.0		8.8		81.2		81.2
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.1		3.2		0.0		0.0
Queue Clearance Time (g_s), s		28.0		5.3				
Green Extension Time (g_e), s		0.0		0.1		0.0		0.0
Phase Call Probability		1.00		0.80				
Max Out Probability		1.00		0.00				

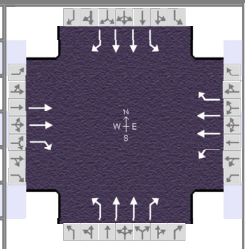
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		418			49		65	536	519	28	1083	30
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1789			1758		529	1900	1838	543	1809	1610
Queue Service Time (g_s), s		26.0			3.3		8.6	16.8	16.9	3.3	18.3	0.8
Cycle Queue Clearance Time (g_c), s		26.0			3.3		26.9	16.8	16.9	20.1	18.3	0.8
Green Ratio (*g/C*)		0.22			0.04		0.64	0.64	0.64	0.64	0.64	0.64
Capacity (*c*), veh/h		388			71		320	1222	1182	333	2327	1036
Volume-to-Capacity Ratio (*X*)		1.080			0.692		0.204	0.439	0.439	0.085	0.465	0.029
Back of Queue (*Q*), ft/ln (95 th percentile)		675			69		52	282	275	20	284	13
Back of Queue (*Q*), veh/ln (95 th percentile)		27.0			2.8		2.1	11.3	11.0	0.8	11.4	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		47.0			56.9		17.8	10.6	10.6	15.7	10.9	7.8
Incremental Delay (d_2), s/veh		68.7			4.4		1.4	1.1	1.2	0.5	0.7	0.1
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		115.7			61.3		19.2	11.8	11.8	16.2	11.6	7.8
Level of Service (LOS)		F			E		B	B	B	B	B	A
Approach Delay, s/veh / LOS	115.7	F		61.3	E		12.2	B		11.6	B	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.65	B	1.65	B
Bicycle LOS Score / LOS	1.18	A	0.57	A	1.41	A	1.43	A

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HCS Signalized Intersection Results Summary

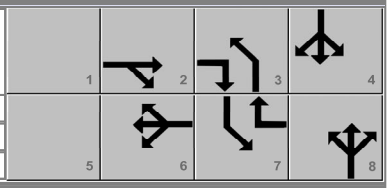
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		805	181	31	734	216	43	251	92	250	638	66

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	76.6	4.7	7.3	15.4	0.0	0.0	
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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		80.6		80.6	8.7	19.4	20.0	30.6
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	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s					4.6	10.5	17.3	24.1
Green Extension Time (g_e), s		0.0		0.0	0.0	2.6	0.0	2.5
Phase Call Probability					0.79	1.00	1.00	1.00
Max Out Probability					0.00	0.01	1.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		875	197	34	798	235	47	273	100	272	693	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	644	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		13.8	5.4	3.2	12.3	4.7	2.6	8.5	6.9	15.3	22.1	4.4
Cycle Queue Clearance Time (g_c), s		13.8	5.4	17.0	12.3	4.7	2.6	8.5	6.9	15.3	22.1	4.4
Green Ratio (*g/C*)		0.64	0.68	0.64	0.64	0.77	0.17	0.13	0.13	0.28	0.22	0.22
Capacity (*c*), veh/h		2311	1092	397	2311	1243	147	463	206	365	802	357
Volume-to-Capacity Ratio (*X*)		0.379	0.180	0.085	0.345	0.189	0.318	0.589	0.485	0.744	0.864	0.201
Back of Queue (*Q*), ft/ln (95 th percentile)		227	82	22	207	60	54	174	126	297	387	78
Back of Queue (*Q*), veh/ln (95 th percentile)		9.1	3.3	0.9	8.3	2.4	2.2	6.9	5.0	11.9	15.5	3.1
Queue Storage Ratio (*RQ*) (95 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		10.3	7.1	14.4	10.0	3.6	43.4	49.4	48.7	37.4	45.0	38.0
Incremental Delay (d_2), s/veh		0.5	0.4	0.4	0.4	0.3	0.5	0.4	0.7	7.1	4.0	0.1
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		10.8	7.4	14.8	10.5	4.0	43.9	49.8	49.3	44.6	48.9	38.1
Level of Service (LOS)		B	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	10.2	B		9.2	A		49.0	D		47.0	D	
Intersection Delay, s/veh / LOS	25.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.37	A	1.37	A	0.83	A	1.34	A

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HCS Two-Way Stop-Control Report

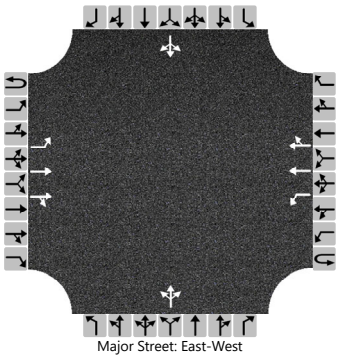
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing (2025) - No Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	42	1107	17	0	8	633	19		6	0	6		20	0	25
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

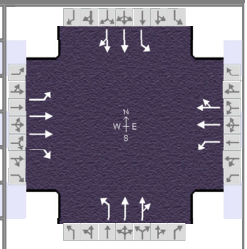
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				9					13				49	
Capacity, c (veh/h)		879				561					98				170	
v/c Ratio		0.05				0.02					0.13				0.29	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.4				1.1	
95% Queue Length, Q_{95} (ft)		5.1				0.0					10.2				28.2	
Control Delay (s/veh)		9.3				11.5					47.5				34.6	
Level of Service (LOS)		A				B					E				D	
Approach Delay (s/veh)	0.3				0.1				47.5				34.6			
Approach LOS	A				A				E				D			

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HCS Signalized Intersection Results Summary

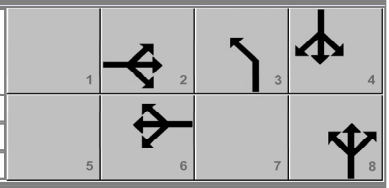
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	85	889	66	67	452	50	92	880	124	143	907	107

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	66.0	6.3	35.7	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		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	10.3	50.0		39.7
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.3		3.3
Queue Clearance Time (*g s*), s					6.4	32.8		37.7
Green Extension Time (*g e*), s		0.0		0.0	0.1	5.7		0.0
Phase Call Probability					0.96	1.00		1.00
Max Out Probability					0.00	0.43		1.00

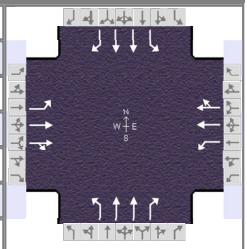
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	92	966	72	73	277	269	100	558	534	155	561	541
Adjusted Saturation Flow Rate (*s*), veh/h/ln	875	1809	1610	591	1900	1833	1810	1900	1817	525	1900	1829
Queue Service Time (*g s*), s	7.5	19.7	2.5	10.3	9.2	9.3	4.4	30.7	30.8	15.1	35.4	35.4
Cycle Queue Clearance Time (*g c*), s	16.7	19.7	2.5	30.0	9.2	9.3	4.4	30.7	30.8	35.7	35.4	35.4
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.30	0.30	0.30
Capacity (*c*), veh/h	474	1990	886	288	1045	1009	156	728	696	126	565	544
Volume-to-Capacity Ratio (*X*)	0.195	0.486	0.081	0.252	0.265	0.267	0.640	0.766	0.766	1.231	0.994	0.995
Back of Queue (*Q*), ft/ln (95 th percentile)	73	318	42	72	181	176	89	524	506	395	738	719
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	12.7	1.7	2.9	7.2	7.1	3.5	21.0	20.2	15.8	29.5	28.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	18.6	16.6	12.7	25.7	14.2	14.2	31.4	32.3	32.3	56.0	42.1	42.1
Incremental Delay (*d 2*), s/veh	0.9	0.9	0.2	2.1	0.6	0.6	1.6	4.4	4.6	155.0	36.2	37.1
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	0.0
Control Delay (*d*), s/veh	19.5	17.4	12.9	27.8	14.8	14.9	33.0	36.7	36.9	211.0	78.3	79.2
Level of Service (LOS)	B	B	B	C	B	B	C	D	D	F	E	E
Approach Delay, s/veh / LOS	17.3	B		16.4	B		36.5	D		95.0	F	
Intersection Delay, s/veh / LOS	45.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	1.42	A	1.00	A	1.47	A	1.53	B

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HCS Signalized Intersection Results Summary

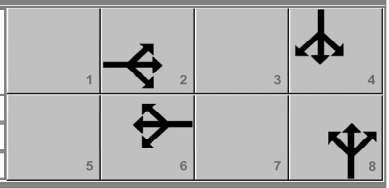
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	731	89	40	392	102	65	1101	45	97	741	68

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.3		3.3
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

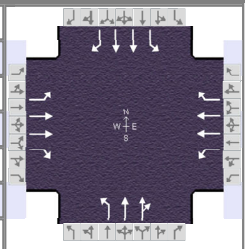
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	167	454	437	43	276	261	71	1197	49	105	805	74
Adjusted Saturation Flow Rate (*s*), veh/h/ln	882	1900	1827	634	1900	1765	687	1809	1610	475	1809	1610
Queue Service Time (*g s*), s	9.3	10.7	10.7	3.3	5.8	5.9	0.0	26.0	2.9	0.0	26.0	4.5
Cycle Queue Clearance Time (*g c*), s	15.2	10.7	10.7	14.0	5.8	5.9	26.0	26.0	2.9	26.0	26.0	4.5
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	649	1362	1309	458	1362	1265	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.258	0.334	0.334	0.095	0.203	0.206	1.178	1.527	0.140	1.757	1.028	0.212
Back of Queue (*Q*), ft/ln (95 th percentile)	82	181	175	22	98	93	211	1456	52	382	566	81
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	7.2	7.0	0.9	3.9	3.7	8.4	58.2	2.1	15.3	22.7	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	8.2	6.3	6.3	8.9	5.6	5.7	60.0	47.0	38.0	60.0	47.0	38.6
Incremental Delay (*d 2*), s/veh	1.0	0.7	0.7	0.4	0.3	0.4	172.2	243.5	0.1	400.1	39.4	0.1
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	0.0
Control Delay (*d*), s/veh	9.1	7.0	7.0	9.3	6.0	6.0	232.2	290.5	38.0	460.1	86.4	38.7
Level of Service (LOS)	A	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	7.3	A		6.2	A		278.0	F		122.8	F	
Intersection Delay, s/veh / LOS	126.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.36	A	0.97	A	1.57	B	1.30	A

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HCS Signalized Intersection Results Summary

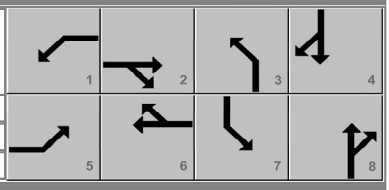
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/13/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Existing (2025) No Project - PM Peak Hou…		
Project Description	Existing (2025) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	1042	357	101	467	63	218	842	48	73	889	51

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	3.0	46.0	6.7	5.3	26.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	57.0	13.0	50.0	20.0	39.3	10.7	30.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	16.0		9.2		17.7	31.3	7.2	28.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	2.1	0.1	0.0
Phase Call Probability	1.00		0.97		1.00	1.00	0.93	1.00
Max Out Probability	1.00		0.01		1.00	0.87	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	215	1133	388	110	508	68	237	488	479	79	966	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1863	1810	1809	1610
Queue Service Time (g_s), s	14.0	30.5	21.3	7.2	12.1	3.3	15.7	29.3	29.3	5.2	26.0	3.4
Cycle Queue Clearance Time (g_c), s	14.0	30.5	21.3	7.2	12.1	3.3	15.7	29.3	29.3	5.2	26.0	3.4
Green Ratio (*g/C*)	0.13	0.44	0.44	0.08	0.38	0.38	0.35	0.29	0.29	0.06	0.22	0.22
Capacity (*c*), veh/h	241	1597	711	136	1387	617	241	558	548	102	784	349
Volume-to-Capacity Ratio (*X*)	0.892	0.709	0.546	0.808	0.366	0.111	0.982	0.875	0.875	0.781	1.233	0.159
Back of Queue (*Q*), ft/ln (95 th percentile)	327	485	333	153	227	59	397	552	544	112	896	60
Back of Queue (*Q*), veh/ln (95 th percentile)	13.1	19.4	13.3	6.1	9.1	2.4	15.9	22.1	21.7	4.5	35.8	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.2	27.2	24.7	54.6	26.5	23.8	51.9	40.3	40.3	55.9	47.0	38.1
Incremental Delay (d_2), s/veh	30.4	2.7	3.0	4.3	0.7	0.4	52.6	13.9	14.1	4.8	115.8	0.1
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	0.0
Control Delay (*d*), s/veh	81.5	29.9	27.7	58.9	27.3	24.2	104.4	54.2	54.4	60.7	162.8	38.2
Level of Service (LOS)	F	C	C	E	C	C	F	D	D	E	F	D
Approach Delay, s/veh / LOS	35.8	D		32.0	C		64.2	E		149.1	F	
Intersection Delay, s/veh / LOS	68.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.92	B	1.05	A	1.48	A	1.40	A

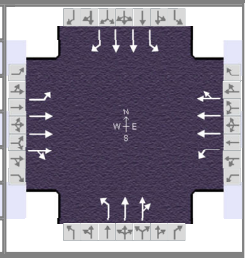
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Future (2028) Without Project Conditions

AM Peak Hour

HCS Signalized Intersection Results Summary

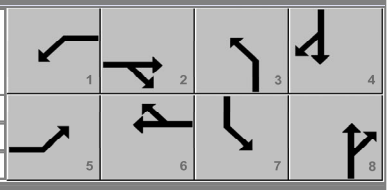
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	917	38	141	1845	75	99	797	47	82	1030	212

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.2	0.8	50.0	7.5	1.4	33.1
Yellow	4.0	0.0	4.0	4.0	0.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	15.2	54.0	16.0	54.8	12.9	38.5	11.5	37.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	11.2		12.0		9.0	29.6	7.8	35.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	2.8	0.1	0.0
Phase Call Probability	0.99		0.99		0.97	1.00	0.95	1.00
Max Out Probability	0.14		0.37		0.01	0.80	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	697	341	153	1399	688	108	463	454	89	1120	230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1860	1810	1900	1860	1810	1900	1862	1810	1809	1610
Queue Service Time (g_s), s	9.2	15.7	15.7	10.0	40.3	40.6	7.0	27.6	27.6	5.8	33.1	14.5
Cycle Queue Clearance Time (g_c), s	9.2	15.7	15.7	10.0	40.3	40.6	7.0	27.6	27.6	5.8	33.1	14.5
Green Ratio (*g/C*)	0.09	0.42	0.42	0.10	0.42	0.42	0.07	0.29	0.29	0.06	0.28	0.28
Capacity (*c*), veh/h	169	1583	775	181	1609	788	134	546	535	113	999	445
Volume-to-Capacity Ratio (*X*)	0.836	0.440	0.441	0.846	0.870	0.873	0.806	0.848	0.848	0.789	1.121	0.518
Back of Queue (*Q*), ft/ln (95 th percentile)	206	289	291	225	664	695	150	514	507	125	854	241
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	11.6	11.6	9.0	26.6	27.8	6.0	20.6	20.3	5.0	34.2	9.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	53.5	25.0	25.0	53.1	31.6	31.7	54.7	40.3	40.3	55.5	43.4	36.7
Incremental Delay (d_2), s/veh	11.2	0.9	1.8	14.8	6.7	12.8	4.3	11.4	11.6	4.6	67.7	0.5
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	0.0
Control Delay (*d*), s/veh	64.7	25.9	26.8	67.9	38.3	44.5	59.0	51.6	51.8	60.0	111.2	37.2
Level of Service (LOS)	E	C	C	E	D	D	E	D	D	E	F	D
Approach Delay, s/veh / LOS	30.8	C		42.2	D		52.5	D		96.1	F	
Intersection Delay, s/veh / LOS	54.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.43	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.14	A	1.72	B	1.33	A	1.67	B

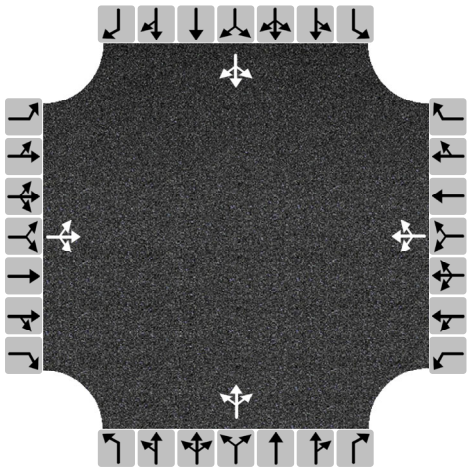
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Future (2028) - No Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	1	103	6	16	273	6	15	26	14	2	12	5
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	120			321			60			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.106			0.285			0.053			0.018		
Final Departure Headway, h_d (s)	4.43			4.27			4.83			4.85		
Final Degree of Utilization, x	0.147			0.380			0.080			0.028		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.43			2.27			2.83			2.85		

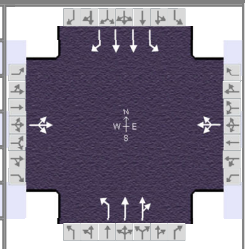
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	120			321			60			21		
Capacity (veh/h)	812			843			745			742		
95% Queue Length, Q_{95} (veh)	0.5			1.8			0.3			0.1		
95% Queue Length, Q_{95} (ft)	12.7			45.7			7.6			2.5		
Control Delay (s/veh)	8.2			9.9			8.3			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.2	A		9.9	A		8.3	A		8.0	A	
Intersection Delay (s/veh) | LOS	9.2						A					

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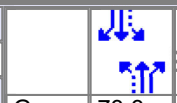
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				

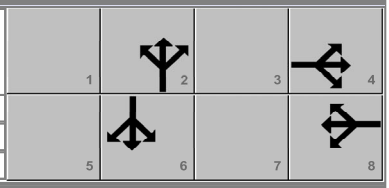


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	54	72	23	217	52	47	896	31	11	1256	30

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	73.3	11.8	22.9	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		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		15.8		26.9		77.3		77.3
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.1		0.0		0.0
Queue Clearance Time (g_s), s		11.7		22.3				
Green Extension Time (g_e), s		0.2		0.5		0.0		0.0
Phase Call Probability		0.99		1.00				
Max Out Probability		0.00		0.00				

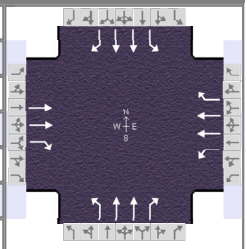
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		142			317		51	507	501	12	1365	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1726			1834		405	1900	1877	568	1809	1610
Queue Service Time (g_s), s		9.7			20.3		10.8	17.0	17.0	1.4	28.3	1.0
Cycle Queue Clearance Time (g_c), s		9.7			20.3		39.2	17.0	17.0	18.4	28.3	1.0
Green Ratio (*g/C*)		0.10			0.19		0.61	0.61	0.61	0.61	0.61	0.61
Capacity (*c*), veh/h		170			350		212	1161	1147	327	2210	984
Volume-to-Capacity Ratio (*X*)		0.837			0.908		0.241	0.437	0.437	0.037	0.618	0.033
Back of Queue (*Q*), ft/ln (95 th percentile)		195			369		54	290	288	9	418	16
Back of Queue (*Q*), veh/ln (95 th percentile)		7.8			14.7		2.2	11.6	11.5	0.4	16.7	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		53.1			47.5		26.8	12.4	12.4	17.3	14.6	9.3
Incremental Delay (d_2), s/veh		4.1			5.0		2.7	1.2	1.2	0.2	1.3	0.1
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		57.3			52.6		29.5	13.6	13.6	17.5	15.9	9.3
Level of Service (LOS)		E			D		C	B	B	B	B	A
Approach Delay, s/veh / LOS	57.3	E		52.6	D		14.4	B		15.8	B	
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.47	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	0.72	A	1.01	A	1.36	A	1.65	B

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HCS Signalized Intersection Results Summary

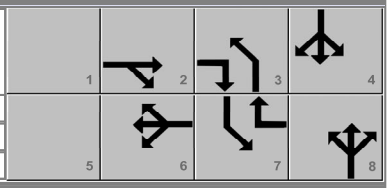
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		418	113	19	1137	454	111	497	50	130	432	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	76.8	8.4	1.2	21.6	0.0	0.0
Yellow	4.0	4.0	0.0	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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		80.8		80.8	12.4	25.6	13.6	26.8
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	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s					8.4	19.3	9.5	16.5
Green Extension Time (g_e), s		0.0		0.0	0.1	2.3	0.1	2.5
Phase Call Probability					0.98	1.00	0.99	1.00
Max Out Probability					0.00	0.02	0.02	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		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		454	123	21	1236	493	121	540	54	141	470	21
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	952	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		6.2	2.9	1.1	22.4	14.9	6.4	17.3	3.4	7.5	14.5	1.3
Cycle Queue Clearance Time (g_c), s		6.2	2.9	7.3	22.4	14.9	6.4	17.3	3.4	7.5	14.5	1.3
Green Ratio (*g/C*)		0.64	0.71	0.64	0.64	0.72	0.25	0.18	0.18	0.26	0.19	0.19
Capacity (*c*), veh/h		2316	1143	620	2316	1159	235	651	290	236	687	306
Volume-to-Capacity Ratio (*X*)		0.196	0.107	0.033	0.534	0.426	0.512	0.829	0.187	0.599	0.684	0.068
Back of Queue (*Q*), ft/ln (95 th percentile)		106	42	11	336	210	129	313	62	151	267	23
Back of Queue (*Q*), veh/ln (95 th percentile)		4.3	1.7	0.4	13.4	8.4	5.2	12.5	2.5	6.0	10.7	0.9
Queue Storage Ratio (*RQ*) (95 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		8.9	5.5	10.4	11.8	6.8	37.3	47.4	41.7	37.2	45.3	39.9
Incremental Delay (d_2), s/veh		0.2	0.2	0.1	0.9	1.1	0.6	2.3	0.1	0.9	0.5	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		9.1	5.6	10.5	12.7	7.9	37.9	49.7	41.9	38.1	45.7	39.9
Level of Service (LOS)		A	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	8.3	A		11.3	B		47.1	D		43.8	D	
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	0.96	A	1.93	B	1.08	A	1.01	A

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HCS Two-Way Stop-Control Report

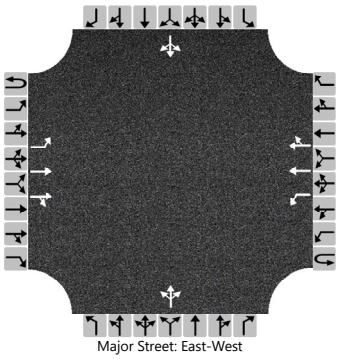
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - No Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	30	510	6	0	5	1158	16		2	1	4		8	0	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

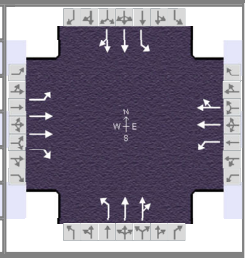
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				5					8				24	
Capacity, c (veh/h)		535				1000					177				134	
v/c Ratio		0.06				0.01					0.04				0.18	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				0.6	
95% Queue Length, Q_{95} (ft)		5.1				0.0					2.6				15.4	
Control Delay (s/veh)		12.2				8.6					26.3				37.5	
Level of Service (LOS)		B				A					D				E	
Approach Delay (s/veh)	0.7				0.0				26.3				37.5			
Approach LOS	A				A				D				E			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	351	102	72	730	43	189	891	78	44	941	307

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	66.0	11.9	30.1	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	15.9	50.0		34.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s					11.7	31.0		32.1
Green Extension Time (g_e), s		0.0		0.0	0.1	5.8		0.0
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.32	0.35		1.00

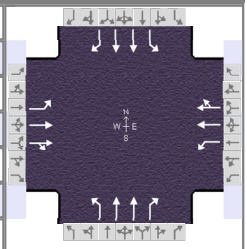
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	68	382	111	78	424	416	205	534	519	48	704	653
Adjusted Saturation Flow Rate (*s*), veh/h/ln	665	1809	1610	1017	1900	1862	1810	1900	1846	544	1900	1740
Queue Service Time (g_s), s	8.0	6.4	4.0	5.0	15.5	15.5	9.7	28.9	29.0	9.9	30.1	30.1
Cycle Queue Clearance Time (g_c), s	23.5	6.4	4.0	11.4	15.5	15.5	9.7	28.9	29.0	23.0	30.1	30.1
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.25	0.25	0.25
Capacity (*c*), veh/h	340	1990	886	566	1045	1024	239	728	707	137	477	437
Volume-to-Capacity Ratio (*X*)	0.201	0.192	0.125	0.138	0.406	0.406	0.859	0.734	0.734	0.349	1.476	1.495
Back of Queue (*Q*), ft/ln (95 th percentile)	61	117	67	56	278	274	223	493	482	61	1652	1570
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	4.7	2.7	2.2	11.1	11.0	8.9	19.7	19.3	2.4	66.1	62.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	22.4	13.6	13.0	16.4	15.6	15.6	31.5	31.8	31.8	48.5	44.9	44.9
Incremental Delay (d_2), s/veh	1.3	0.2	0.3	0.5	1.2	1.2	15.3	3.4	3.5	0.6	225.2	234.7
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	0.0
Control Delay (*d*), s/veh	23.8	13.8	13.3	16.9	16.8	16.8	46.8	35.1	35.2	49.0	270.1	279.6
Level of Service (LOS)	C	B	B	B	B	B	D	D	D	D	F	F
Approach Delay, s/veh / LOS	14.9	B		16.8	B		37.1	D		267.0	F	
Intersection Delay, s/veh / LOS	107.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	0.95	A	1.25	A	1.53	B	1.65	B

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HCS Signalized Intersection Results Summary

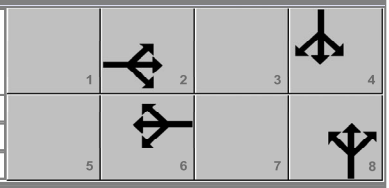
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	407	46	42	588	132	158	978	125	94	782	132

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.4		3.4
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

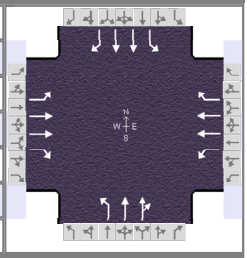
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	137	250	243	46	404	379	172	1063	136	102	850	143
Adjusted Saturation Flow Rate (*s*), veh/h/ln	702	1900	1832	919	1900	1779	659	1809	1610	539	1809	1610
Queue Service Time (*g s*), s	10.5	5.1	5.2	2.0	9.2	9.2	0.0	26.0	8.7	0.0	26.0	9.2
Cycle Queue Clearance Time (*g c*), s	19.7	5.1	5.2	7.2	9.2	9.2	26.0	26.0	8.7	26.0	26.0	9.2
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	509	1362	1313	679	1362	1275	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.269	0.183	0.185	0.067	0.296	0.297	2.862	1.356	0.389	1.703	1.084	0.411
Back of Queue (*Q*), ft/ln (95 th percentile)	76	87	85	18	155	146	743	1126	155	364	645	164
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	3.5	3.4	0.7	6.2	5.9	29.7	45.0	6.2	14.6	25.8	6.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	9.7	5.5	5.6	6.7	6.1	6.1	60.0	47.0	40.2	60.0	47.0	40.4
Incremental Delay (*d 2*), s/veh	1.3	0.3	0.3	0.2	0.6	0.6	881.9	168.6	0.3	377.2	57.5	0.3
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	0.0
Control Delay (*d*), s/veh	11.0	5.8	5.9	6.9	6.7	6.7	941.9	215.6	40.5	437.2	104.5	40.7
Level of Service (LOS)	B	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	7.0	A		6.7	A		289.3	F		127.2	F	
Intersection Delay, s/veh / LOS	139.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.01	A	1.17	A	1.62	B	1.39	A

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HCS Signalized Intersection Results Summary

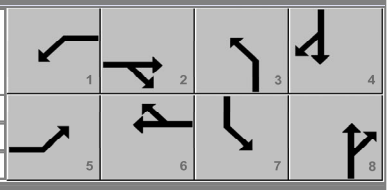
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Future (2028) No Project - AM Peak Hour.…		
Project Description	Future (2028) No Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	107	403	158	74	815	56	419	952	34	48	760	320

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	2.7	52.5	4.9	7.1	26.0
Yellow	4.0	0.0	4.0	4.0	4.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	13.5	59.2	10.8	56.5	20.0	41.1	8.9	30.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.6		7.3		18.0	34.9	5.4	28.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	1.4	0.0	0.0
Phase Call Probability	0.98		0.93		1.00	1.00	0.82	1.00
Max Out Probability	0.02		0.00		1.00	1.00	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	116	438	172	80	886	61	455	539	533	52	826	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1877	1810	1809	1610
Queue Service Time (g_s), s	7.6	8.9	7.7	5.3	21.9	2.7	16.0	32.9	32.9	3.4	26.0	25.9
Cycle Queue Clearance Time (g_c), s	7.6	8.9	7.7	5.3	21.9	2.7	16.0	32.9	32.9	3.4	26.0	25.9
Green Ratio (*g/C*)	0.08	0.46	0.46	0.06	0.44	0.44	0.13	0.31	0.31	0.04	0.22	0.22
Capacity (*c*), veh/h	143	1663	740	103	1583	705	241	587	579	75	784	349
Volume-to-Capacity Ratio (*X*)	0.814	0.263	0.232	0.781	0.559	0.086	1.888	0.919	0.919	0.699	1.054	0.997
Back of Queue (*Q*), ft/ln (95 th percentile)	162	171	136	113	363	47	1369	629	623	74	601	527
Back of Queue (*Q*), veh/ln (95 th percentile)	6.5	6.8	5.4	4.5	14.5	1.9	54.8	25.1	24.9	3.0	24.0	21.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	54.4	19.9	19.6	55.9	25.1	19.7	52.0	40.0	40.0	56.8	47.0	47.0
Incremental Delay (d_2), s/veh	4.2	0.4	0.7	4.8	1.4	0.2	414.7	19.4	19.5	4.4	47.3	47.3
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	0.0
Control Delay (*d*), s/veh	58.6	20.3	20.3	60.6	26.6	20.0	466.7	59.4	59.6	61.2	94.3	94.3
Level of Service (LOS)	E	C	C	E	C	B	F	E	E	E	F	F
Approach Delay, s/veh / LOS	26.4	C		28.8	C		180.9	F		92.9	F	
Intersection Delay, s/veh / LOS	97.4						F					

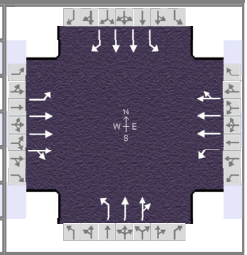
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.43	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.09	A	1.34	A	1.75	B	1.50	A

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PM Peak Hour

HCS Signalized Intersection Results Summary

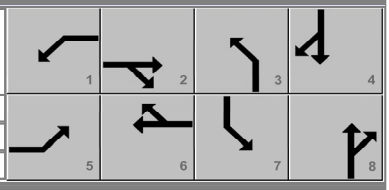
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	1330	43	138	857	133	74	799	83	179	955	89

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	0.2	46.0	6.8	3.9	27.3
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	54.2	15.8	50.0	10.8	31.3	18.7	39.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	17.3		11.8		7.3	29.3	14.7	36.1
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Phase Call Probability	1.00		0.99		0.93	1.00	1.00	1.00
Max Out Probability	1.00		0.29		0.00	1.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	232	1001	492	150	734	343	80	487	471	195	1038	97
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1868	1810	1900	1766	1810	1900	1837	1810	1809	1610
Queue Service Time (g_s), s	15.3	24.9	24.9	9.8	17.7	17.8	5.3	27.3	27.3	12.7	34.1	5.4
Cycle Queue Clearance Time (g_c), s	15.3	24.9	24.9	9.8	17.7	17.8	5.3	27.3	27.3	12.7	34.1	5.4
Green Ratio (*g/C*)	0.13	0.42	0.42	0.10	0.38	0.38	0.06	0.23	0.23	0.12	0.29	0.29
Capacity (*c*), veh/h	241	1590	782	178	1457	677	103	432	418	222	1060	472
Volume-to-Capacity Ratio (*X*)	0.959	0.629	0.629	0.844	0.504	0.506	0.781	1.128	1.128	0.877	0.979	0.205
Back of Queue (*Q*), ft/ln (95 th percentile)	378	426	432	220	322	314	113	814	793	292	630	95
Back of Queue (*Q*), veh/ln (95 th percentile)	15.1	17.0	17.3	8.8	12.9	12.5	4.5	32.6	31.7	11.7	25.2	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.7	27.5	27.5	53.2	28.3	28.3	55.9	46.4	46.4	51.8	42.0	31.9
Incremental Delay (d_2), s/veh	46.2	1.9	3.8	13.9	1.2	2.7	4.8	83.1	83.8	25.5	22.5	0.1
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	0.0
Control Delay (*d*), s/veh	97.9	29.4	31.4	67.1	29.5	31.0	60.6	129.5	130.2	77.3	64.5	32.0
Level of Service (LOS)	F	C	C	E	C	C	E	F	F	E	E	C
Approach Delay, s/veh / LOS	39.2	D		34.5	C		124.5	F		64.0	E	
Intersection Delay, s/veh / LOS	61.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.44	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.44	A	1.16	A	1.34	A	1.58	B

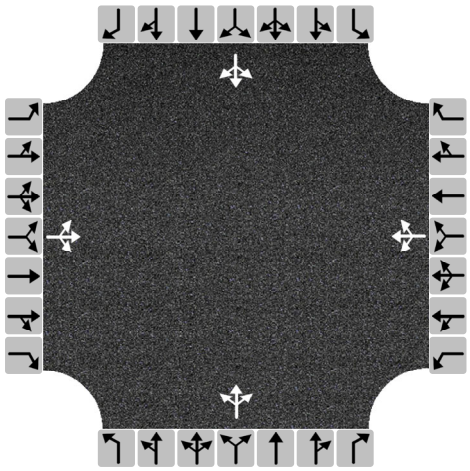
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Future (2028) - No Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	356	15	8	100	8	7	39	32	9	10	0
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	410			126			85			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.364			0.112			0.075			0.018		
Final Departure Headway, h_d (s)	4.34			4.63			4.95			5.38		
Final Degree of Utilization, x	0.494			0.162			0.117			0.031		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.34			2.63			2.95			3.38		

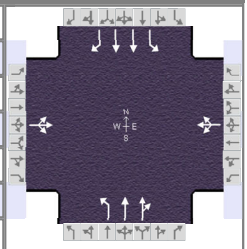
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	410			126			85			21		
Capacity (veh/h)	830			778			727			669		
95% Queue Length, Q_{95} (veh)	2.8			0.6			0.4			0.1		
95% Queue Length, Q_{95} (ft)	71.1			15.2			10.2			2.5		
Control Delay (s/veh)	11.5			8.5			8.6			8.6		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh) | LOS	11.5	B		8.5	A		8.6	A		8.6	A	
Intersection Delay (s/veh) | LOS	10.4						B					

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HCS Signalized Intersection Results Summary

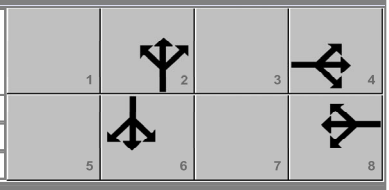
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	233	127	8	20	19	62	953	93	27	1068	29

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	77.1	26.0	4.9	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		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		30.0		8.9		81.1		81.1
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.1		3.2		0.0		0.0
Queue Clearance Time (g_s), s		28.0		5.4				
Green Extension Time (g_e), s		0.0		0.1		0.0		0.0
Phase Call Probability		1.00		0.82				
Max Out Probability		1.00		0.00				

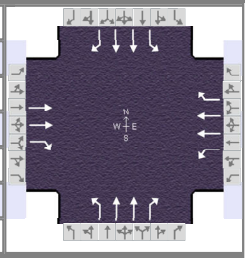
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		432			51		67	577	560	29	1161	32
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1789			1757		491	1900	1840	503	1809	1610
Queue Service Time (g_s), s		26.0			3.4		10.0	18.7	18.8	3.8	20.3	0.9
Cycle Queue Clearance Time (g_c), s		26.0			3.4		30.3	18.7	18.8	22.6	20.3	0.9
Green Ratio (*g/C*)		0.22			0.04		0.64	0.64	0.64	0.64	0.64	0.64
Capacity (*c*), veh/h		388			72		293	1221	1182	304	2324	1034
Volume-to-Capacity Ratio (*X*)		1.113			0.711		0.230	0.473	0.473	0.096	0.500	0.030
Back of Queue (*Q*), ft/ln (95 th percentile)		725			73		58	308	301	22	309	14
Back of Queue (*Q*), veh/ln (95 th percentile)		29.0			2.9		2.3	12.3	12.0	0.9	12.4	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		47.0			56.8		19.3	11.0	11.0	16.8	11.3	7.8
Incremental Delay (d_2), s/veh		80.1			4.8		1.8	1.3	1.4	0.6	0.8	0.1
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		127.1			61.6		21.1	12.3	12.4	17.5	12.1	7.9
Level of Service (LOS)		F			E		C	B	B	B	B	A
Approach Delay, s/veh / LOS	127.1	F		61.6	E		12.9	B		12.1	B	
Intersection Delay, s/veh / LOS	30.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.65	B	1.65	B
Bicycle LOS Score / LOS	1.20	A	0.57	A	1.48	A	1.50	A

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HCS Signalized Intersection Results Summary

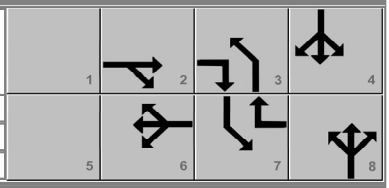
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		837	186	32	761	226	44	259	95	262	657	68

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	75.9	4.8	7.2	16.1	0.0	0.0	
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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		79.9		79.9	8.8	20.1	20.0	31.3
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	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s					4.7	10.8	18.0	24.8
Green Extension Time (g_e), s		0.0		0.0	0.0	2.7	0.0	2.5
Phase Call Probability					0.80	1.00	1.00	1.00
Max Out Probability					0.00	0.02	1.00	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		910	202	35	827	246	48	282	103	285	714	74
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	623	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		14.8	5.6	3.5	13.1	5.1	2.7	8.8	7.1	16.0	22.8	4.5
Cycle Queue Clearance Time (g_c), s		14.8	5.6	18.3	13.1	5.1	2.7	8.8	7.1	16.0	22.8	4.5
Green Ratio (*g/C*)		0.63	0.67	0.63	0.63	0.77	0.17	0.13	0.13	0.28	0.23	0.23
Capacity (*c*), veh/h		2288	1083	377	2288	1233	148	485	216	369	823	366
Volume-to-Capacity Ratio (*X*)		0.398	0.187	0.092	0.361	0.199	0.324	0.580	0.478	0.771	0.867	0.202
Back of Queue (*Q*), ft/ln (95 th percentile)		241	86	24	218	66	55	178	130	313	398	79
Back of Queue (*Q*), veh/ln (95 th percentile)		9.6	3.5	1.0	8.7	2.7	2.2	7.1	5.2	12.5	15.9	3.2
Queue Storage Ratio (*RQ*) (95 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		10.8	7.4	15.3	10.5	3.9	42.9	48.8	48.1	37.2	44.6	37.5
Incremental Delay (d_2), s/veh		0.5	0.4	0.5	0.4	0.4	0.5	0.4	0.6	8.7	4.4	0.1
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		11.3	7.7	15.8	10.9	4.2	43.3	49.2	48.7	45.9	49.0	37.6
Level of Service (LOS)		B	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	10.7	B		9.6	A		48.4	D		47.4	D	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.40	A	1.40	A	0.84	A	1.37	A

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HCS Two-Way Stop-Control Report

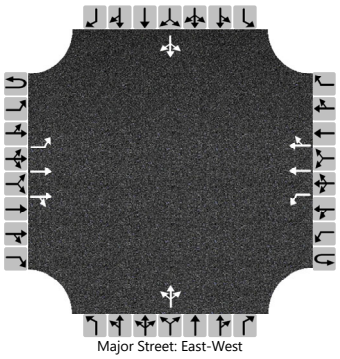
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - No Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	43	1153	18	0	8	660	20		6	0	6		21	0	26
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

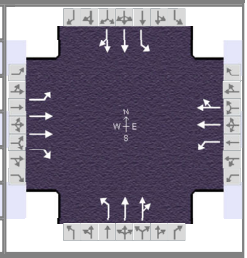
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47				9					13				51	
Capacity, c (veh/h)		856				536					87				154	
v/c Ratio		0.05				0.02					0.15				0.33	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.5				1.3	
95% Queue Length, Q_{95} (ft)		5.1				0.0					12.8				33.3	
Control Delay (s/veh)		9.4				11.8					53.5				39.6	
Level of Service (LOS)		A				B					F				E	
Approach Delay (s/veh)	0.3				0.1				53.5				39.6			
Approach LOS	A				A				F				E			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	916	68	72	466	57	95	938	130	150	965	118

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	66.0	6.5	35.5	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	10.5	50.0		39.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.3		3.3
Queue Clearance Time (g_s), s					6.6	35.6		37.5
Green Extension Time (g_e), s		0.0		0.0	0.1	5.5		0.0
Phase Call Probability					0.97	1.00		1.00
Max Out Probability					0.00	0.60		1.00

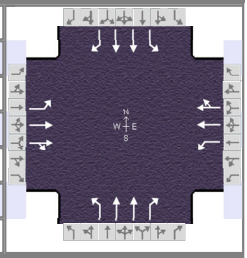
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	109	996	74	78	289	280	103	593	568	163	600	578
Adjusted Saturation Flow Rate (*s*), veh/h/ln	856	1809	1610	575	1900	1827	1810	1900	1819	491	1900	1827
Queue Service Time (g_s), s	9.3	20.5	2.6	11.7	9.7	9.8	4.6	33.6	33.6	12.3	35.5	35.5
Cycle Queue Clearance Time (g_c), s	19.0	20.5	2.6	32.2	9.7	9.8	4.6	33.6	33.6	35.5	35.5	35.5
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.30	0.30	0.30
Capacity (*c*), veh/h	462	1990	886	278	1045	1005	158	728	697	110	562	540
Volume-to-Capacity Ratio (*X*)	0.235	0.500	0.083	0.281	0.276	0.278	0.654	0.814	0.815	1.478	1.067	1.069
Back of Queue (*Q*), ft/ln (95 th percentile)	89	329	43	80	190	185	92	576	557	496	871	848
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	13.2	1.7	3.2	7.6	7.4	3.7	23.0	22.3	19.8	34.8	33.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	19.4	16.8	12.7	26.7	14.3	14.3	31.4	33.2	33.2	57.2	42.3	42.3
Incremental Delay (d_2), s/veh	1.2	0.9	0.2	2.5	0.7	0.7	1.7	6.6	6.9	257.1	57.1	58.4
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	0.0
Control Delay (*d*), s/veh	20.6	17.7	12.9	29.2	15.0	15.0	33.1	39.8	40.1	314.3	99.3	100.6
Level of Service (LOS)	C	B	B	C	B	B	C	D	D	F	F	F
Approach Delay, s/veh / LOS	17.6	B		16.7	B		39.4	D		126.0	F	
Intersection Delay, s/veh / LOS	56.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	1.46	A	1.02	A	1.53	B	1.59	B

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HCS Signalized Intersection Results Summary

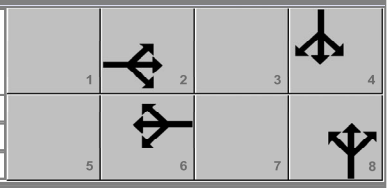
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	758	92	41	412	105	67	1134	46	100	763	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.4		3.4
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

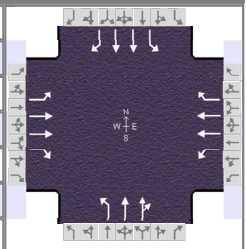
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	173	471	453	45	289	273	73	1233	50	109	829	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	862	1900	1827	615	1900	1767	672	1809	1610	459	1809	1610
Queue Service Time (*g s*), s	10.1	11.2	11.2	3.5	6.1	6.2	0.0	26.0	3.0	0.0	26.0	4.7
Cycle Queue Clearance Time (*g c*), s	16.3	11.2	11.2	14.7	6.1	6.2	26.0	26.0	3.0	26.0	26.0	4.7
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	633	1362	1310	443	1362	1266	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.273	0.346	0.346	0.101	0.213	0.215	1.214	1.573	0.143	1.812	1.058	0.218
Back of Queue (*Q*), ft/ln (95 th percentile)	87	190	183	23	103	98	220	1545	54	399	607	83
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	7.6	7.3	0.9	4.1	3.9	8.8	61.8	2.1	16.0	24.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	8.4	6.4	6.4	9.2	5.7	5.7	60.0	47.0	38.0	60.0	47.0	38.6
Incremental Delay (*d 2*), s/veh	1.1	0.7	0.7	0.5	0.4	0.4	184.8	263.8	0.1	423.0	48.6	0.1
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	0.0
Control Delay (*d*), s/veh	9.5	7.1	7.1	9.6	6.0	6.1	244.8	310.8	38.1	483.0	95.6	38.8
Level of Service (LOS)	A	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	7.5	A		6.3	A		297.2	F		132.9	F	
Intersection Delay, s/veh / LOS	135.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.39	A	0.99	A	1.61	B	1.32	A

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HCS Signalized Intersection Results Summary

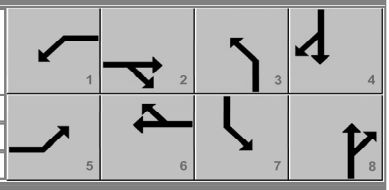
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Future (2028) No Project - PM Peak Hour.…		
Project Description	Future (2028) No Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	1075	369	104	483	67	227	890	49	76	939	63

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.2	2.8	46.0	7.0	5.0	26.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	56.8	13.2	50.0	20.0	39.0	11.0	30.0
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (*g s*), s	17.3		9.4		18.0	33.6	7.4	28.0
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0	0.0	0.9	0.1	0.0
Phase Call Probability	1.00		0.98		1.00	1.00	0.94	1.00
Max Out Probability	1.00		0.01		1.00	1.00	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	232	1168	401	113	525	73	247	515	506	83	1021	68
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1865	1810	1809	1610
Queue Service Time (*g s*), s	15.3	32.1	22.3	7.4	12.6	3.5	16.0	31.6	31.6	5.4	26.0	4.2
Cycle Queue Clearance Time (*g c*), s	15.3	32.1	22.3	7.4	12.6	3.5	16.0	31.6	31.6	5.4	26.0	4.2
Green Ratio (*g/C*)	0.13	0.44	0.44	0.08	0.38	0.38	0.13	0.29	0.29	0.06	0.22	0.22
Capacity (*c*), veh/h	241	1590	708	139	1387	617	241	554	544	105	784	349
Volume-to-Capacity Ratio (*X*)	0.960	0.735	0.567	0.811	0.379	0.118	1.023	0.929	0.929	0.783	1.302	0.196
Back of Queue (*Q*), ft/ln (95 th percentile)	378	507	346	157	234	63	430	620	611	116	1024	74
Back of Queue (*Q*), veh/ln (95 th percentile)	15.1	20.3	13.9	6.3	9.4	2.5	17.2	24.8	24.5	4.7	40.9	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.7	27.8	25.1	54.5	26.7	23.9	52.0	41.3	41.3	55.8	47.0	38.5
Incremental Delay (*d 2*), s/veh	46.3	3.1	3.3	4.2	0.8	0.4	63.9	22.0	22.3	4.7	145.2	0.1
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	0.0
Control Delay (*d*), s/veh	97.9	30.9	28.4	58.7	27.5	24.3	115.9	63.3	63.6	60.5	192.2	38.6
Level of Service (LOS)	F	C	C	E	C	C	F	E	E	E	F	D
Approach Delay, s/veh / LOS	38.9	D		32.1	C		73.6	E		174.0	F	
Intersection Delay, s/veh / LOS	78.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.97	B	1.07	A	1.53	B	1.45	A

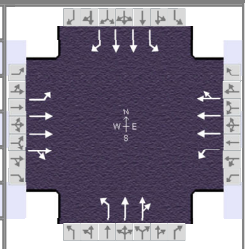
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Future (2028) With Project Conditions

AM Peak Hour

HCS Signalized Intersection Results Summary

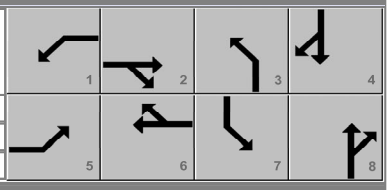
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	921	38	144	1845	75	99	802	48	82	1035	212

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.2	1.0	49.8	7.5	1.4	33.1
Yellow	4.0	0.0	4.0	4.0	0.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	15.2	53.8	16.2	54.8	12.9	38.5	11.5	37.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	11.2		12.2		9.0	29.8	7.8	35.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	2.7	0.1	0.0
Phase Call Probability	0.99		0.99		0.97	1.00	0.95	1.00
Max Out Probability	0.14		0.47		0.01	0.82	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	699	343	157	1399	688	108	467	457	89	1125	230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1860	1810	1900	1860	1810	1900	1862	1810	1809	1610
Queue Service Time (g_s), s	9.2	15.8	15.9	10.2	40.3	40.6	7.0	27.8	27.8	5.8	33.1	14.5
Cycle Queue Clearance Time (g_c), s	9.2	15.8	15.9	10.2	40.3	40.6	7.0	27.8	27.8	5.8	33.1	14.5
Green Ratio (*g/C*)	0.09	0.41	0.41	0.10	0.42	0.42	0.07	0.29	0.29	0.06	0.28	0.28
Capacity (*c*), veh/h	169	1576	771	184	1609	788	134	546	535	113	999	445
Volume-to-Capacity Ratio (*X*)	0.836	0.444	0.445	0.849	0.870	0.873	0.806	0.854	0.854	0.789	1.126	0.518
Back of Queue (*Q*), ft/ln (95 th percentile)	206	291	293	230	664	695	150	521	513	125	866	241
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	11.6	11.7	9.2	26.6	27.8	6.0	20.8	20.5	5.0	34.6	9.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	53.5	25.2	25.2	53.0	31.6	31.7	54.7	40.4	40.4	55.5	43.4	36.7
Incremental Delay (d_2), s/veh	11.2	0.9	1.9	15.7	6.7	12.8	4.3	11.9	12.2	4.6	69.8	0.5
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	0.0
Control Delay (*d*), s/veh	64.7	26.1	27.0	68.7	38.3	44.5	59.0	52.3	52.5	60.0	113.3	37.2
Level of Service (LOS)	E	C	C	E	D	D	E	D	D	E	F	D
Approach Delay, s/veh / LOS	31.0	C		42.3	D		53.1	D		97.8	F	
Intersection Delay, s/veh / LOS	55.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.43	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.14	A	1.72	B	1.34	A	1.68	B

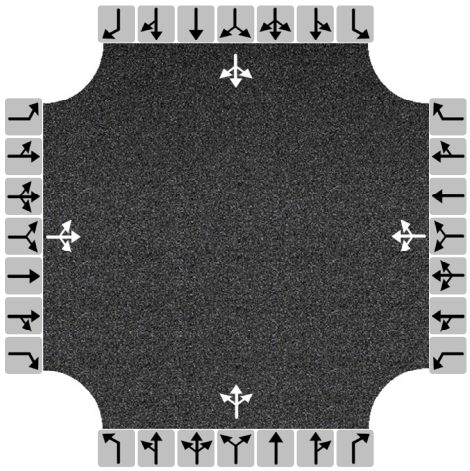
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Future (2028) - With Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	1	103	10	21	273	6	20	30	20	2	12	5
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	124			326			76			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.110			0.290			0.068			0.018		
Final Departure Headway, h_d (s)	4.48			4.32			4.87			4.93		
Final Degree of Utilization, x	0.154			0.392			0.103			0.028		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.48			2.32			2.87			2.93		

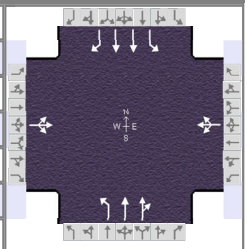
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	124			326			76			21		
Capacity (veh/h)	804			833			740			731		
95% Queue Length, Q_{95} (veh)	0.5			1.9			0.3			0.1		
95% Queue Length, Q_{95} (ft)	12.7			48.3			7.6			2.5		
Control Delay (s/veh)	8.3			10.1			8.4			8.1		
Level of Service, LOS	A			B			A			A		
Approach Delay (s/veh) | LOS	8.3	A		10.1	B		8.4	A		8.1	A	
Intersection Delay (s/veh) | LOS	9.4						A					

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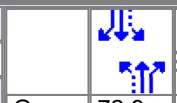
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				

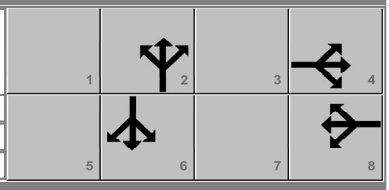


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	54	72	23	217	52	47	896	31	11	1259	35

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	72.9	12.3	22.9	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		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		16.3		26.9		76.9		76.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.1		0.0		0.0
Queue Clearance Time (g_s), s		12.1		22.3				
Green Extension Time (g_e), s		0.2		0.5		0.0		0.0
Phase Call Probability		0.99		1.00				
Max Out Probability		0.00		0.00				

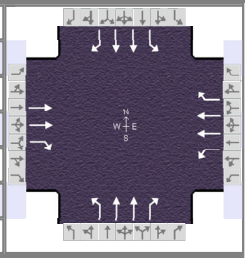
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		149			317		51	507	501	12	1368	38
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1729			1834		403	1900	1877	568	1809	1610
Queue Service Time (g_s), s		10.1			20.3		11.0	17.2	17.2	1.4	28.7	1.1
Cycle Queue Clearance Time (g_c), s		10.1			20.3		39.7	17.2	17.2	18.5	28.7	1.1
Green Ratio (*g/C*)		0.10			0.19		0.61	0.61	0.61	0.61	0.61	0.61
Capacity (*c*), veh/h		177			350		208	1153	1140	324	2196	978
Volume-to-Capacity Ratio (*X*)		0.842			0.908		0.245	0.439	0.439	0.037	0.623	0.039
Back of Queue (*Q*), ft/ln (95 th percentile)		202			370		54	293	290	9	424	18
Back of Queue (*Q*), veh/ln (95 th percentile)		8.1			14.8		2.2	11.7	11.6	0.4	17.0	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		52.9			47.5		27.4	12.6	12.6	17.6	14.9	9.5
Incremental Delay (d_2), s/veh		4.1			5.5		2.8	1.2	1.2	0.2	1.3	0.1
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		57.0			53.0		30.2	13.8	13.9	17.8	16.2	9.6
Level of Service (LOS)		E			D		C	B	B	B	B	A
Approach Delay, s/veh / LOS	57.0	E		53.0	D		14.6	B		16.1	B	
Intersection Delay, s/veh / LOS	21.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.47	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	0.73	A	1.01	A	1.36	A	1.66	B

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HCS Signalized Intersection Results Summary

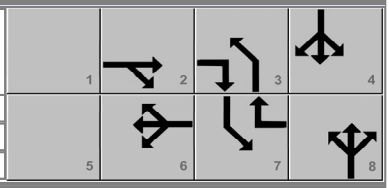
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		421	113	19	1148	466	111	497	50	134	432	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	76.6	8.4	1.4	21.6	0.0	0.0
Yellow	4.0	4.0	0.0	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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		80.6		80.6	12.4	25.6	13.8	27.0
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		0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s					8.4	19.3	9.8	16.5
Green Extension Time (g_e), s		0.0		0.0	0.1	2.3	0.1	2.5
Phase Call Probability					0.98	1.00	0.99	1.00
Max Out Probability					0.00	0.03	0.03	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		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		458	123	21	1248	507	121	540	54	146	470	21
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	949	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		6.3	2.9	1.1	22.9	15.4	6.4	17.3	3.4	7.8	14.5	1.3
Cycle Queue Clearance Time (g_c), s		6.3	2.9	7.4	22.9	15.4	6.4	17.3	3.4	7.8	14.5	1.3
Green Ratio (*g/C*)		0.64	0.71	0.64	0.64	0.72	0.25	0.18	0.18	0.26	0.19	0.19
Capacity (*c*), veh/h		2309	1140	616	2309	1159	238	651	290	239	694	309
Volume-to-Capacity Ratio (*X*)		0.198	0.108	0.034	0.540	0.437	0.508	0.830	0.188	0.608	0.677	0.067
Back of Queue (*Q*), ft/ln (95 th percentile)		108	42	11	342	216	129	313	62	156	266	23
Back of Queue (*Q*), veh/ln (95 th percentile)		4.3	1.7	0.4	13.7	8.6	5.2	12.5	2.5	6.2	10.6	0.9
Queue Storage Ratio (*RQ*) (95 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		9.0	5.5	10.5	12.0	6.9	37.3	47.4	41.8	37.1	45.0	39.7
Incremental Delay (d_2), s/veh		0.2	0.2	0.1	0.9	1.2	0.6	2.4	0.1	0.9	0.4	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		9.2	5.7	10.6	12.9	8.1	37.9	49.8	41.9	38.0	45.5	39.7
Level of Service (LOS)		A	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	8.4	A		11.5	B		47.2	D		43.6	D	
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	0.97	A	1.95	B	1.08	A	1.01	A

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HCS Two-Way Stop-Control Report

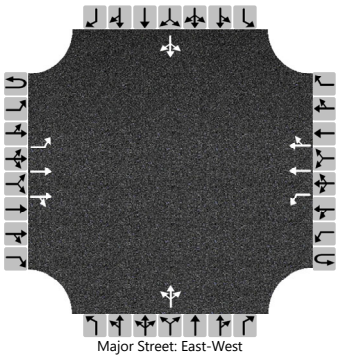
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	37	510	6	0	5	1158	39		2	1	4		42	0	37
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

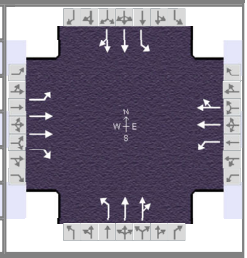
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		40				5					8				86	
Capacity, c (veh/h)		523				1000					161				96	
v/c Ratio		0.08				0.01					0.05				0.89	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				5.1	
95% Queue Length, Q_{95} (ft)		5.1				0.0					2.6				130.6	
Control Delay (s/veh)		12.5				8.6					28.4				143.1	
Level of Service (LOS)		B				A					D				F	
Approach Delay (s/veh)	0.8				0.0				28.4				143.1			
Approach LOS	A				A				D				F			

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HCS Signalized Intersection Results Summary

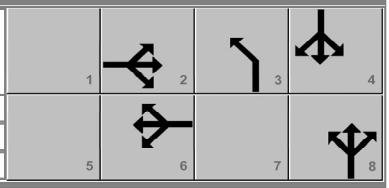
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	358	129	72	734	43	205	891	78	44	941	310

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	66.0	12.8	29.2	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		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	16.8	50.0		33.2
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s					12.7	31.0		31.2
Green Extension Time (g_e), s		0.0		0.0	0.1	5.8		0.0
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.82	0.35		1.00

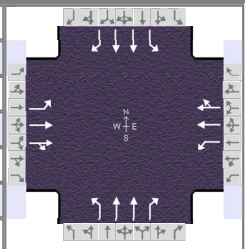
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	68	389	140	78	426	418	223	534	519	48	705	654
Adjusted Saturation Flow Rate (*s*), veh/h/ln	662	1809	1610	1010	1900	1863	1810	1900	1846	544	1900	1739
Queue Service Time (g_s), s	8.0	6.5	5.1	5.1	15.6	15.6	10.7	28.9	29.0	9.9	29.2	29.2
Cycle Queue Clearance Time (g_c), s	23.6	6.5	5.1	11.6	15.6	15.6	10.7	28.9	29.0	22.1	29.2	29.2
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.24	0.24	0.24
Capacity (*c*), veh/h	338	1990	886	561	1045	1025	253	728	707	137	462	423
Volume-to-Capacity Ratio (*X*)	0.203	0.196	0.158	0.139	0.408	0.408	0.880	0.734	0.734	0.349	1.527	1.547
Back of Queue (*Q*), ft/ln (95 th percentile)	62	119	86	56	279	275	249	493	482	61	1722	1635
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	4.8	3.4	2.2	11.2	11.0	10.0	19.7	19.3	2.4	68.9	65.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	22.5	13.6	13.3	16.5	15.7	15.7	31.5	31.8	31.8	48.5	45.4	45.4
Incremental Delay (d_2), s/veh	1.3	0.2	0.4	0.5	1.2	1.2	19.9	3.4	3.5	0.6	247.8	257.8
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	0.0
Control Delay (*d*), s/veh	23.9	13.8	13.7	17.0	16.8	16.9	51.4	35.1	35.2	49.0	293.2	303.2
Level of Service (LOS)	C	B	B	B	B	B	D	D	D	D	F	F
Approach Delay, s/veh / LOS	14.9	B		16.9	B		38.0	D		289.6	F	
Intersection Delay, s/veh / LOS	114.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	0.98	A	1.25	A	1.54	B	1.65	B

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HCS Signalized Intersection Results Summary

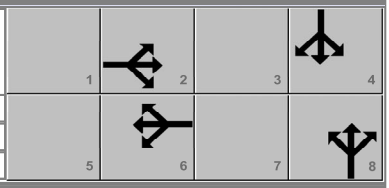
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	414	46	42	592	132	158	978	125	94	782	132

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.4		3.4
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

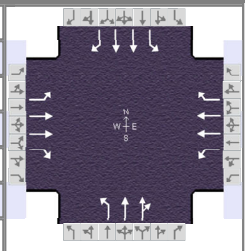
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	137	253	247	46	406	381	172	1063	136	102	850	143
Adjusted Saturation Flow Rate (*s*), veh/h/ln	699	1900	1833	912	1900	1779	659	1809	1610	539	1809	1610
Queue Service Time (*g s*), s	10.5	5.2	5.3	2.1	9.2	9.3	0.0	26.0	8.7	0.0	26.0	9.2
Cycle Queue Clearance Time (*g c*), s	19.8	5.2	5.3	7.4	9.2	9.3	26.0	26.0	8.7	26.0	26.0	9.2
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	507	1362	1314	674	1362	1275	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.270	0.186	0.188	0.068	0.298	0.299	2.862	1.356	0.389	1.703	1.084	0.411
Back of Queue (*Q*), ft/ln (95 th percentile)	77	88	86	18	156	148	743	1126	155	364	645	164
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	3.5	3.5	0.7	6.2	5.9	29.7	45.0	6.2	14.6	25.8	6.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	9.7	5.6	5.6	6.8	6.1	6.1	60.0	47.0	40.2	60.0	47.0	40.4
Incremental Delay (*d 2*), s/veh	1.3	0.3	0.3	0.2	0.6	0.6	881.9	168.6	0.3	377.2	57.5	0.3
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	0.0
Control Delay (*d*), s/veh	11.0	5.9	5.9	7.0	6.7	6.7	941.9	215.6	40.5	437.2	104.5	40.7
Level of Service (LOS)	B	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	7.0	A		6.7	A		289.3	F		127.2	F	
Intersection Delay, s/veh / LOS	138.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.01	A	1.17	A	1.62	B	1.39	A

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HCS Signalized Intersection Results Summary

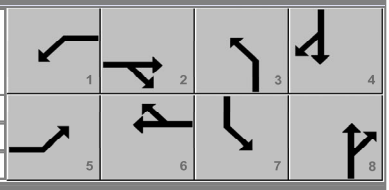
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Future (2028) With Project - AM Peak Hou…		
Project Description	Future (2028) With Project - AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	403	158	74	815	59	419	962	34	52	783	320

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	2.9	52.3	5.1	6.9	26.0						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	13.7	59.2	10.8	56.3	20.0	40.9	9.1	30.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.8		7.3		18.0	35.4	5.7	28.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	1.0	0.0	0.0
Phase Call Probability	0.98		0.93		1.00	1.00	0.85	1.00
Max Out Probability	0.02		0.00		1.00	1.00	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	120	438	172	80	886	64	455	545	538	57	851	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1877	1810	1809	1610
Queue Service Time (g_s), s	7.8	8.9	7.7	5.3	22.0	2.8	16.0	33.4	33.4	3.7	26.0	25.9
Cycle Queue Clearance Time (g_c), s	7.8	8.9	7.7	5.3	22.0	2.8	16.0	33.4	33.4	3.7	26.0	25.9
Green Ratio (*g/C*)	0.08	0.46	0.46	0.06	0.44	0.44	0.13	0.31	0.31	0.04	0.22	0.22
Capacity (*c*), veh/h	146	1663	740	103	1576	702	241	584	577	77	784	349
Volume-to-Capacity Ratio (*X*)	0.817	0.263	0.232	0.781	0.562	0.091	1.888	0.932	0.932	0.737	1.086	0.997
Back of Queue (*Q*), ft/ln (95 th percentile)	166	171	136	113	365	49	1369	646	640	80	647	527
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	6.8	5.4	4.5	14.6	2.0	54.8	25.8	25.6	3.2	25.9	21.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	54.3	19.9	19.6	55.9	25.3	19.9	52.0	40.3	40.3	56.8	47.0	47.0
Incremental Delay (d_2), s/veh	4.2	0.4	0.7	4.8	1.5	0.3	414.7	21.6	21.8	5.0	58.0	47.3
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	0.0
Control Delay (*d*), s/veh	58.5	20.3	20.3	60.6	26.7	20.2	466.7	61.9	62.1	61.8	105.0	94.3
Level of Service (LOS)	E	C	C	E	C	C	F	E	E	E	F	F
Approach Delay, s/veh / LOS	26.6	C		29.0	C		181.9	F		100.1	F	
Intersection Delay, s/veh / LOS	99.8						F					

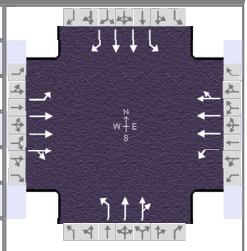
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.43	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.09	A	1.34	A	1.76	B	1.52	B

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PM Peak Hour

HCS Signalized Intersection Results Summary

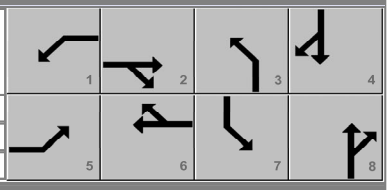
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Olympic Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Olympic Bl & Crenshaw Bl	File Name	INT 1 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	215	1334	43	145	857	133	74	806	85	179	967	89

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.3	3.7	46.0	6.8	3.9	27.3						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
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	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	53.7	16.3	50.0	10.8	31.3	18.7	39.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	17.4		12.3		7.3	29.3	14.7	36.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Phase Call Probability	1.00		0.99		0.93	1.00	1.00	1.00
Max Out Probability	1.00		0.51		0.00	1.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	234	1003	493	158	734	343	80	493	476	195	1051	97
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1868	1810	1900	1766	1810	1900	1836	1810	1809	1610
Queue Service Time (g_s), s	15.4	25.2	25.2	10.3	17.7	17.8	5.3	27.3	27.3	12.7	34.7	5.4
Cycle Queue Clearance Time (g_c), s	15.4	25.2	25.2	10.3	17.7	17.8	5.3	27.3	27.3	12.7	34.7	5.4
Green Ratio (*g/C*)	0.13	0.41	0.41	0.10	0.38	0.38	0.06	0.23	0.23	0.12	0.29	0.29
Capacity (*c*), veh/h	241	1574	774	185	1457	677	103	432	417	222	1060	472
Volume-to-Capacity Ratio (*X*)	0.968	0.638	0.638	0.850	0.504	0.506	0.781	1.140	1.140	0.877	0.991	0.205
Back of Queue (*Q*), ft/ln (95 th percentile)	385	430	438	232	322	314	113	835	813	292	650	95
Back of Queue (*Q*), veh/ln (95 th percentile)	15.4	17.2	17.5	9.3	12.9	12.5	4.5	33.4	32.5	11.7	26.0	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.7	28.0	28.0	52.9	28.3	28.3	55.9	46.4	46.4	51.8	42.3	31.9
Incremental Delay (d_2), s/veh	48.6	2.0	4.0	16.1	1.2	2.7	4.8	87.4	88.1	25.5	25.4	0.1
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	0.0
Control Delay (*d*), s/veh	100.4	30.0	32.0	69.0	29.5	31.0	60.6	133.8	134.5	77.3	67.7	32.0
Level of Service (LOS)	F	C	C	E	C	C	E	F	F	E	E	C
Approach Delay, s/veh / LOS	40.0	D		35.0	C		128.5	F		66.5	E	
Intersection Delay, s/veh / LOS	62.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.44	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	1.44	A	1.17	A	1.35	A	1.60	B

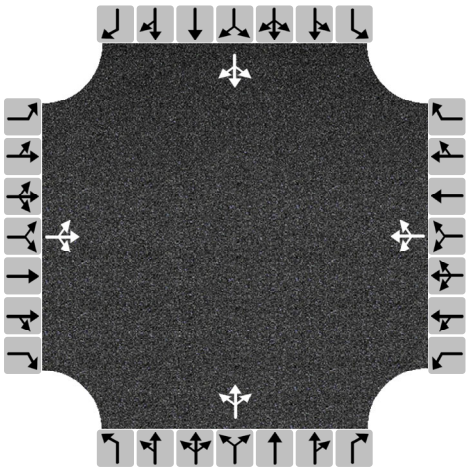
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Future (2028) - With Project
Intersection	Country Club Drive / Victoria Avenue
Jurisdiction	
East/West Street	Country Club Drive
North/South Street	Victoria Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	356	23	20	100	8	12	45	41	9	10	0
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	418			139			107			21		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.372			0.124			0.095			0.018		
Final Departure Headway, h_d (s)	4.41			4.73			5.02			5.49		
Final Degree of Utilization, x	0.512			0.183			0.149			0.031		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.41			2.73			3.02			3.49		

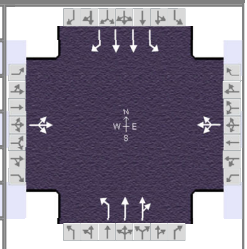
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	418			139			107			21		
Capacity (veh/h)	817			761			717			656		
95% Queue Length, Q_{95} (veh)	3.0			0.7			0.5			0.1		
95% Queue Length, Q_{95} (ft)	76.2			17.8			12.7			2.5		
Control Delay (s/veh)	11.9			8.8			8.9			8.7		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh) | LOS	11.9	B		8.8	A		8.9	A		8.7	A	
Intersection Delay (s/veh) | LOS	10.7						B					

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HCS Signalized Intersection Results Summary

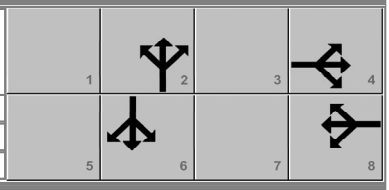
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Crenshaw Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Crenshaw Bl & Country…	File Name	INT 3 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	233	127	8	20	19	62	953	93	27	1075	41

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	77.1	26.0	4.9	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		2		6
Case Number		12.0		12.0		6.0		5.0
Phase Duration, s		30.0		8.9		81.1		81.1
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.1		3.2		0.0		0.0
Queue Clearance Time (g_s), s		28.0		5.4				
Green Extension Time (g_e), s		0.0		0.1		0.0		0.0
Phase Call Probability		1.00		0.82				
Max Out Probability		1.00		0.00				

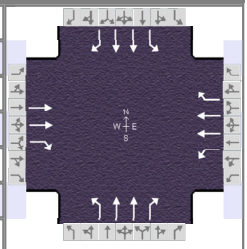
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		441			51		67	577	560	29	1168	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1789			1757		488	1900	1840	503	1809	1610
Queue Service Time (g_s), s		26.0			3.4		10.2	18.7	18.8	3.8	20.5	1.2
Cycle Queue Clearance Time (g_c), s		26.0			3.4		30.6	18.7	18.8	22.6	20.5	1.2
Green Ratio (*g/C*)		0.22			0.04		0.64	0.64	0.64	0.64	0.64	0.64
Capacity (*c*), veh/h		388			72		290	1221	1182	304	2324	1034
Volume-to-Capacity Ratio (*X*)		1.138			0.711		0.232	0.473	0.473	0.096	0.503	0.043
Back of Queue (*Q*), ft/ln (95 th percentile)		764			73		58	308	301	22	312	19
Back of Queue (*Q*), veh/ln (95 th percentile)		30.5			2.9		2.3	12.3	12.0	0.9	12.5	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		47.0			56.8		19.4	11.0	11.0	16.8	11.3	7.9
Incremental Delay (d_2), s/veh		89.0			4.8		1.9	1.3	1.4	0.6	0.8	0.1
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		136.0			61.6		21.3	12.3	12.4	17.5	12.1	8.0
Level of Service (LOS)		F			E		C	B	B	B	B	A
Approach Delay, s/veh / LOS	136.0	F		61.6	E		12.9	B		12.1	B	
Intersection Delay, s/veh / LOS	31.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.65	B	1.65	B
Bicycle LOS Score / LOS	1.22	A	0.57	A	1.48	A	1.51	B

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HCS Signalized Intersection Results Summary

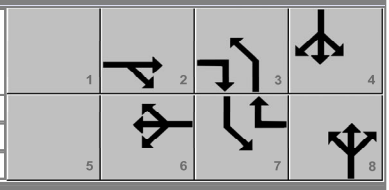
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & San Vicente Bl	File Name	INT 4 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		842	186	32	771	233	44	259	95	270	657	68

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	75.9	4.8	7.2	16.1	0.0	0.0	
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		6	3	8	7	4
Case Number		7.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		79.9		79.9	8.8	20.1	20.0	31.3
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	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s					4.7	10.8	18.0	24.8
Green Extension Time (g_e), s		0.0		0.0	0.0	2.7	0.0	2.5
Phase Call Probability					0.80	1.00	1.00	1.00
Max Out Probability					0.00	0.02	1.00	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		915	202	35	838	253	48	282	103	293	714	74
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809	1610	620	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s		14.9	5.6	3.5	13.3	5.2	2.7	8.8	7.1	16.0	22.8	4.5
Cycle Queue Clearance Time (g_c), s		14.9	5.6	18.4	13.3	5.2	2.7	8.8	7.1	16.0	22.8	4.5
Green Ratio (*g/C*)		0.63	0.67	0.63	0.63	0.77	0.17	0.13	0.13	0.28	0.23	0.23
Capacity (*c*), veh/h		2288	1083	375	2288	1233	148	485	216	369	823	366
Volume-to-Capacity Ratio (*X*)		0.400	0.187	0.093	0.366	0.205	0.324	0.580	0.478	0.795	0.867	0.202
Back of Queue (*Q*), ft/ln (95 th percentile)		242	86	24	221	69	55	178	130	327	398	79
Back of Queue (*Q*), veh/ln (95 th percentile)		9.7	3.5	1.0	8.8	2.8	2.2	7.1	5.2	13.1	15.9	3.2
Queue Storage Ratio (*RQ*) (95 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		10.8	7.4	15.4	10.5	3.9	42.9	48.8	48.1	37.8	44.6	37.5
Incremental Delay (d_2), s/veh		0.5	0.4	0.5	0.5	0.4	0.5	0.4	0.6	10.5	4.4	0.1
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		11.4	7.7	15.9	11.0	4.3	43.3	49.2	48.7	48.3	49.0	37.6
Level of Service (LOS)		B	A	B	B	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	10.7	B		9.6	A		48.4	D		48.0	D	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.39	B	2.39	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.41	A	1.42	A	0.84	A	1.38	A

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HCS Two-Way Stop-Control Report

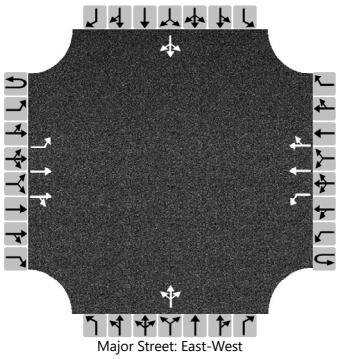
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	56	1153	18	0	8	660	70		6	0	6		48	0	43
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

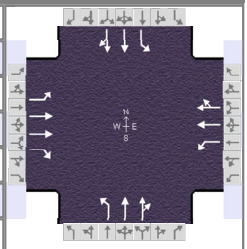
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		61				9					13				99	
Capacity, c (veh/h)		817				536					76				122	
v/c Ratio		0.07				0.02					0.17				0.81	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.6				4.8	
95% Queue Length, Q_{95} (ft)		5.1				0.0					15.4				122.9	
Control Delay (s/veh)		9.8				11.8					62.1				105.0	
Level of Service (LOS)		A				B					F				F	
Approach Delay (s/veh)	0.4				0.1				62.1				105.0			
Approach LOS	A				A				F				F			

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HCS Signalized Intersection Results Summary

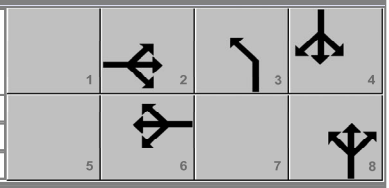
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Crenshaw Bl	File Name	INT 6 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	922	89	72	475	57	129	938	130	150	965	125

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	66.0	8.4	33.6	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		2		6	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		70.0		70.0	12.4	50.0		37.6
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0	3.1	3.3		3.3
Queue Clearance Time (*g s*), s					8.4	35.6		35.5
Green Extension Time (*g e*), s		0.0		0.0	0.1	5.5		0.0
Phase Call Probability					0.99	1.00		1.00
Max Out Probability					0.01	0.60		1.00

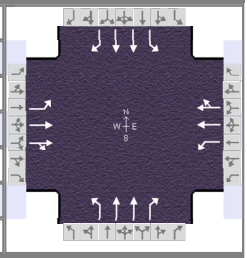
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	109	1002	97	78	294	284	140	593	568	163	604	581
Adjusted Saturation Flow Rate (*s*), veh/h/ln	849	1809	1610	571	1900	1828	1810	1900	1819	491	1900	1823
Queue Service Time (*g s*), s	9.4	20.7	3.5	11.8	9.9	9.9	6.4	33.6	33.6	12.3	33.5	33.5
Cycle Queue Clearance Time (*g c*), s	19.3	20.7	3.5	32.5	9.9	9.9	6.4	33.6	33.6	33.5	33.5	33.5
Green Ratio (*g/C*)	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.38	0.38	0.28	0.28	0.28
Capacity (*c*), veh/h	457	1990	886	276	1045	1006	187	728	697	110	531	510
Volume-to-Capacity Ratio (*X*)	0.238	0.504	0.109	0.284	0.281	0.283	0.748	0.814	0.815	1.477	1.137	1.140
Back of Queue (*Q*), ft/ln (95 th percentile)	89	332	58	81	193	189	128	576	557	494	980	952
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6	13.3	2.3	3.2	7.7	7.6	5.1	23.0	22.3	19.8	39.2	38.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	19.5	16.8	12.9	26.9	14.4	14.4	31.4	33.2	33.2	57.2	43.2	43.2
Incremental Delay (*d 2*), s/veh	1.2	0.9	0.2	2.6	0.7	0.7	2.2	6.6	6.9	256.9	82.8	84.3
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	0.0
Control Delay (*d*), s/veh	20.7	17.7	13.2	29.4	15.0	15.1	33.6	39.8	40.1	314.1	126.0	127.5
Level of Service (LOS)	C	B	B	C	B	B	C	D	D	F	F	F
Approach Delay, s/veh / LOS	17.6	B		16.8	B		39.3	D		149.4	F	
Intersection Delay, s/veh / LOS	63.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.28	B	2.45	B
Bicycle LOS Score / LOS	1.48	A	1.03	A	1.56	B	1.60	B

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HCS Signalized Intersection Results Summary

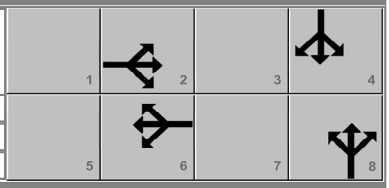
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Pico Bl & Arlington Av	File Name	INT 7 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	764	92	41	421	105	67	1134	46	100	763	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	86.0	26.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		90.0		90.0		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		3.4		3.4
Queue Clearance Time (*g s*), s						28.0		28.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

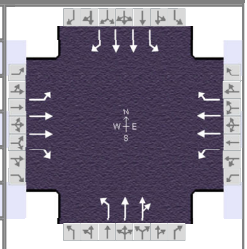
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	173	474	456	45	294	277	73	1233	50	109	829	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	854	1900	1828	611	1900	1769	672	1809	1610	459	1809	1610
Queue Service Time (*g s*), s	10.2	11.3	11.3	3.6	6.2	6.3	0.0	26.0	3.0	0.0	26.0	4.7
Cycle Queue Clearance Time (*g c*), s	16.6	11.3	11.3	14.9	6.2	6.3	26.0	26.0	3.0	26.0	26.0	4.7
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	627	1362	1310	440	1362	1268	60	784	349	60	784	349
Volume-to-Capacity Ratio (*X*)	0.276	0.348	0.348	0.101	0.216	0.219	1.214	1.573	0.143	1.812	1.058	0.218
Back of Queue (*Q*), ft/ln (95 th percentile)	88	191	185	23	105	100	220	1545	54	399	607	83
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	7.6	7.4	0.9	4.2	4.0	8.8	61.8	2.1	16.0	24.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	8.5	6.4	6.4	9.2	5.7	5.7	60.0	47.0	38.0	60.0	47.0	38.6
Incremental Delay (*d 2*), s/veh	1.1	0.7	0.7	0.5	0.4	0.4	184.8	263.8	0.1	423.0	48.6	0.1
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	0.0
Control Delay (*d*), s/veh	9.6	7.1	7.2	9.7	6.1	6.1	244.8	310.8	38.1	483.0	95.6	38.8
Level of Service (LOS)	A	A	A	A	A	A	F	F	D	F	F	D
Approach Delay, s/veh / LOS	7.5	A		6.3	A		297.2	F		132.9	F	
Intersection Delay, s/veh / LOS	134.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.37	B	2.37	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.40	A	1.00	A	1.61	B	1.32	A

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HCS Signalized Intersection Results Summary

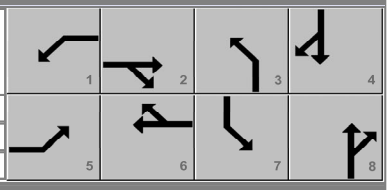
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	May 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Venice Boulevard	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Venice Bl. & Crenshaw Bl.	File Name	INT 8 - Future (2028) With Project - PM Peak Hou…		
Project Description	Future (2028) With Project - PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	1075	369	104	483	73	227	911	49	82	954	63

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.2	2.8	46.0	7.5	4.5	26.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
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	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.0	56.8	13.2	50.0	20.0	38.5	11.5	30.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	17.8		9.4		18.0	34.8	7.8	28.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Phase Call Probability	1.00		0.98		1.00	1.00	0.95	1.00
Max Out Probability	1.00		0.01		1.00	1.00	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	239	1168	401	113	525	79	247	527	517	89	1037	68
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1900	1865	1810	1809	1610
Queue Service Time (g_s), s	15.8	32.1	22.3	7.4	12.6	3.8	16.0	32.8	32.8	5.8	26.0	4.2
Cycle Queue Clearance Time (g_c), s	15.8	32.1	22.3	7.4	12.6	3.8	16.0	32.8	32.8	5.8	26.0	4.2
Green Ratio (*g/C*)	0.13	0.44	0.44	0.08	0.38	0.38	0.13	0.29	0.29	0.06	0.22	0.22
Capacity (*c*), veh/h	241	1590	708	139	1387	617	241	546	536	113	784	349
Volume-to-Capacity Ratio (*X*)	0.991	0.735	0.567	0.811	0.379	0.129	1.023	0.964	0.964	0.789	1.323	0.196
Back of Queue (*Q*), ft/ln (95 th percentile)	405	507	346	157	234	69	430	667	658	125	1063	74
Back of Queue (*Q*), veh/ln (95 th percentile)	16.2	20.3	13.9	6.3	9.4	2.8	17.2	26.7	26.3	5.0	42.5	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	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	51.9	27.8	25.1	54.5	26.7	24.0	52.0	42.1	42.1	55.5	47.0	38.5
Incremental Delay (d_2), s/veh	55.3	3.1	3.3	4.2	0.8	0.4	63.9	29.2	29.6	4.6	154.2	0.1
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	0.0
Control Delay (*d*), s/veh	107.2	30.9	28.4	58.7	27.5	24.4	115.9	71.4	71.7	60.0	201.2	38.6
Level of Service (LOS)	F	C	C	E	C	C	F	E	E	E	F	D
Approach Delay, s/veh / LOS	40.4	D		32.1	C		80.0	F		181.3	F	
Intersection Delay, s/veh / LOS	83.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.44	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.98	B	1.08	A	1.55	B	1.47	A

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APPENDIX K

HIGHWAY CAPACITY MANUAL ("HCM") PROJECT DRIVEWAY ANALYSIS WORKSHEETS

Future (2028) With Project Conditions
(AM and PM Peak Hours)

HCS Two-Way Stop-Control Report

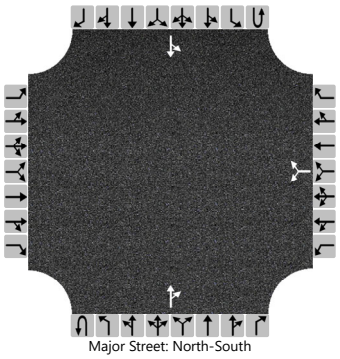
General Information

Analyst	
Agency/Co.	
Date Performed	5/23/2025
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future (2028) With Project

Site Information

Intersection	Victoria Ave & Project Dwy
Jurisdiction	
East/West Street	Project Driveway
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						57		15			47	30		9	22	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							78							10		
Capacity, c (veh/h)							900							1507		
v/c Ratio							0.09							0.01		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							9.4							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.4								2.2		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

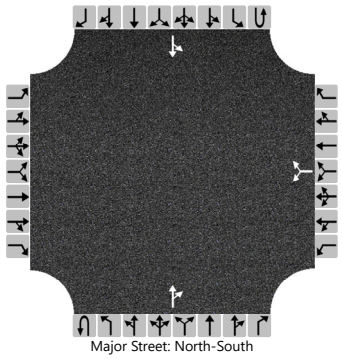
General Information

Analyst	
Agency/Co.	
Date Performed	5/23/2025
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future (2028) With Project

Site Information

Intersection	Victoria Ave & Project Dwy
Jurisdiction	
East/West Street	Project Driveway
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						44		20			63	63		20	47	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							70							22		
Capacity, c (veh/h)							824							1441		
v/c Ratio							0.08							0.02		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							9.8							7.5	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.8								2.3		
Approach LOS						A								A		

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APPENDIX L

PROJECT COMPONENT DAILY TRAFFIC ON RESIDENTIAL-SERVING STREETS

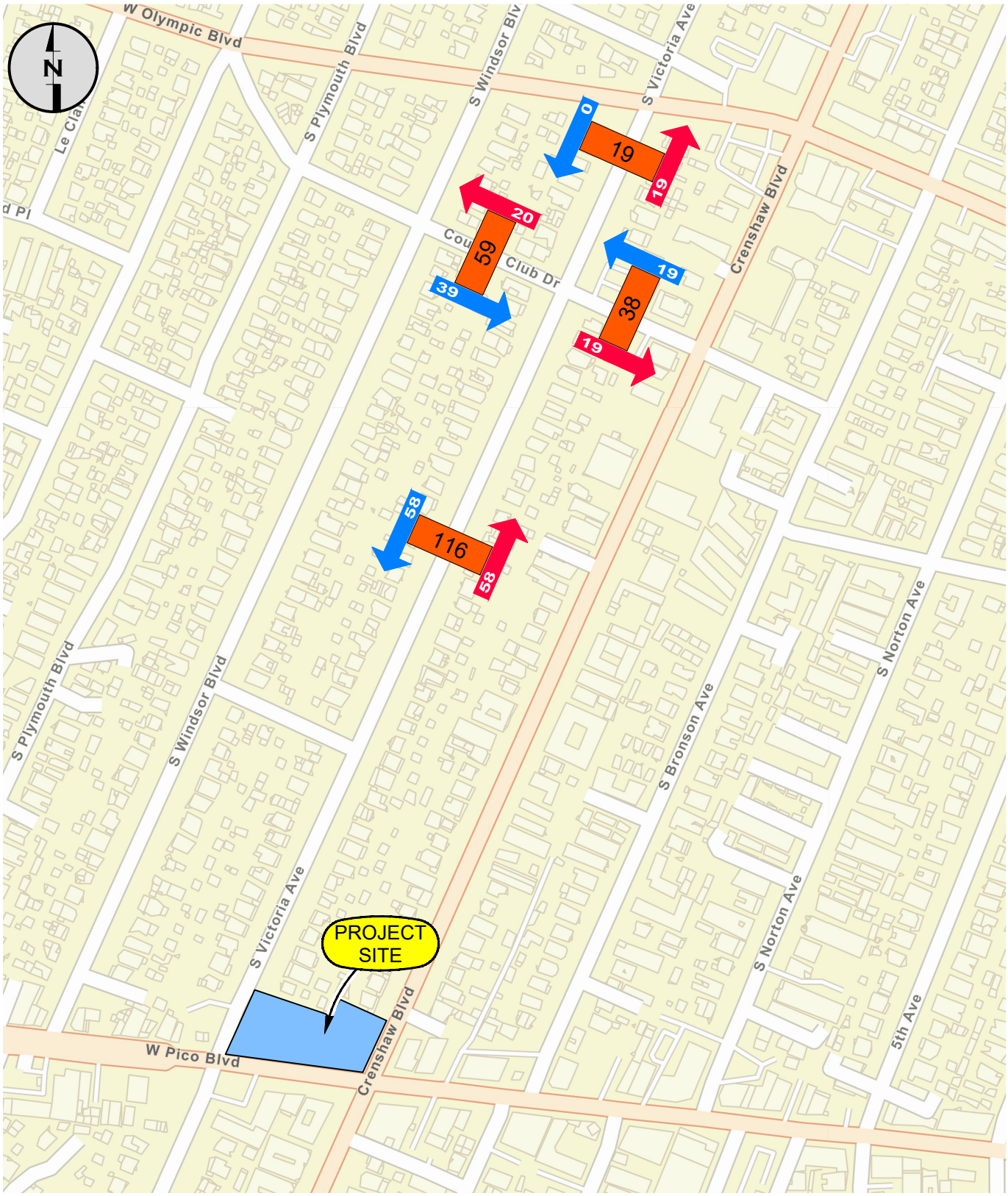


FIGURE L-1(a)

IRSCH REEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
DAILY MID-BLOCK TRAFFIC VOLUMES
RESIDENTIAL COMPONENT

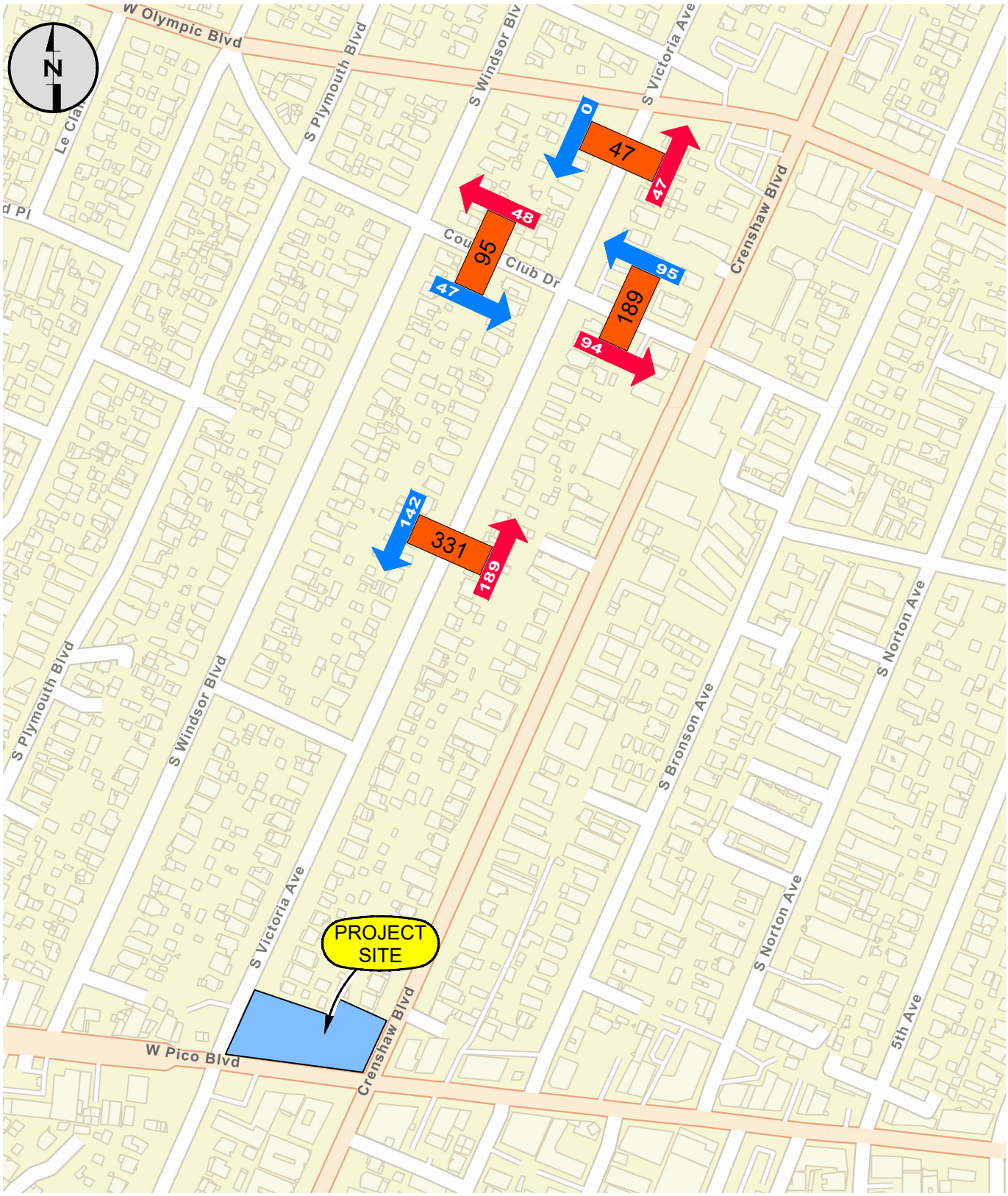


FIGURE L-1(b)

IRSCH REEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
DAILY MID-BLOCK TRAFFIC VOLUMES
COMMERCIAL COMPONENT

APPENDIX M

PROJECT DAILY PEDESTRIAN AND TRANSIT RIDERSHIP CALCULATIONS

Table M-1
4201 Pico Boulevard Mixed-Use Project
Pedestrian (Walk/Bicycle/Transit) Trip Generation Estimates

Project and Existing Site Use Daily (Weekday) Pedestrian Trip Generation Estimates:

Size/Use	Pedestrian Trip Generation Rate [1]	Person Trips
Proposed Project		
Residential Component		
187 -unit "Market-Rate" Apartments	0.78 trips/ksf [2]	146
35 -unit "Affordable" Apartments	0.64 trips/ksf [2]	22
Total Proposed Residential Component		**168**
Commercial Components		
10,785 sq. ft. Supermarket (baseline per ITE)	1.66 trips/ksf	18
Additional pedestrian trips assuming 25% local neighborhood "walk-in" patronage [3]		228
Subtotal Proposed Supermarket Component		*246*
6,772 sq. ft. General Retail (baseline per ITE)	4.63 trips/ksf [4]	31
Additional pedestrian trips assuming 20% local neighborhood "walk-in" patronage [5]		66
Subtotal Proposed General Retail Component		*97*
Total Proposed Commercial Component		***343***
Total for Proposed Project		***511***
Existing Site Uses (Removed)		
Negligible (Existing Site Buildings Primarily Vacant)		negligible
Net Total for Proposed Project		**511**

Notes:

[1] From 11th Ed ITE *Trip Generation* publication (if provided).

[2] ITE *Trip Generation* manual does not identify "daily" pedestrian trip generation rates for "multifamily" residential developments. Pedestrian daily trip rates estimated based on ratio of daily vehicle trip rate to total of AM + PM vehicle trip rates. See attached table for details.

[3] Based on 25% local resident "walk-in" patronage reduction of 228 daily vehicle trips at AVO of one person (shopper) per vehicle. See Project Trip Generation - Table E-1(b).

[4] ITE *Trip Generation* manual does not identify "daily" pedestrian trip generation rates for "general retail" land uses. Pedestrian daily trip rates estimated based on ratio of daily vehicle trip rate to PM vehicle trip rates. See attached table for details.

[3] Based on 20% local resident "walk-in" patronage reduction of 66 daily vehicle trips at AVO of one person (shopper) per vehicle. See Project Trip Generation - Table E-1(b).

Table M-2
4201 Pico Boulevard Mixed-Use Project
Pedestrian (Walk/Bicycle/Transit) Trip Generation Rate Estimation Calculations

	ITE 11th Ed. Trip Generation Rates							Project Daily Pedestrian Trip Rate
	Pedestrian (Walk/Bike/Transit)			Vehicular				
		Peak Hours			Peak Hours		Daily/Peak	
Project Component	Daily (a)	AM (b)	PM (c)	Daily (d)	AM (e)	PM (f)	Hour Ratio (g)=(d)/[(e)+(f)]	h=(g)*[(b)+(c)]
Residential								
"Market-Rate" Units	n/a	0.06 /unit	0.07 /unit	4.54 /unit	0.37 /unit	0.39 /unit	5.97	0.78 /unit
"Affordable" Units	n/a	0.06 /unit	0.07 /unit	4.16 /unit	0.49 /unit	0.35 /unit	4.95	0.64 /unit
Commercial								
Supermarket (baseline)	1.66 /ksf	n/a	n/a	n/a	n/a	n/a	n/a	n/a
General Retail (baseline)	n/a	n/a	0.56 /ksf	54.45 /ksf	n/a	6.59 /ksf	8.26	4.63 /ksf

APPENDIX N

PROJECT FREEWAY RAMP IMPACT ANALYSIS
DISTRIBUTION PERCENTAGES AND PEAK HOUR TRIPS

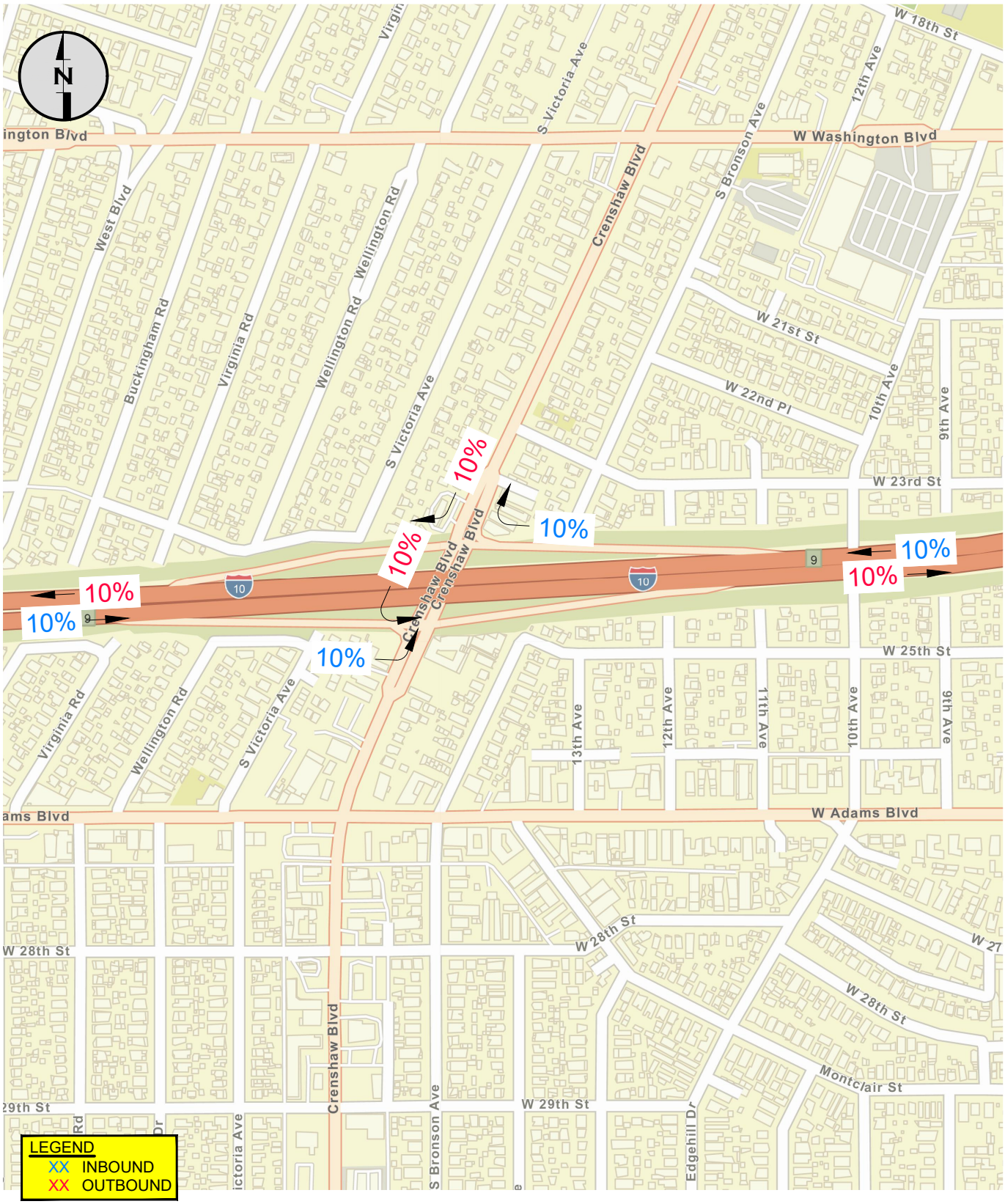


FIGURE N-1

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT FREEWAY RAMP DISTRIBUTION PERCENTAGES
RESIDENTIAL COMPONENT

NOTE: Commercial Component Exhibits No Significant Freeway Trips

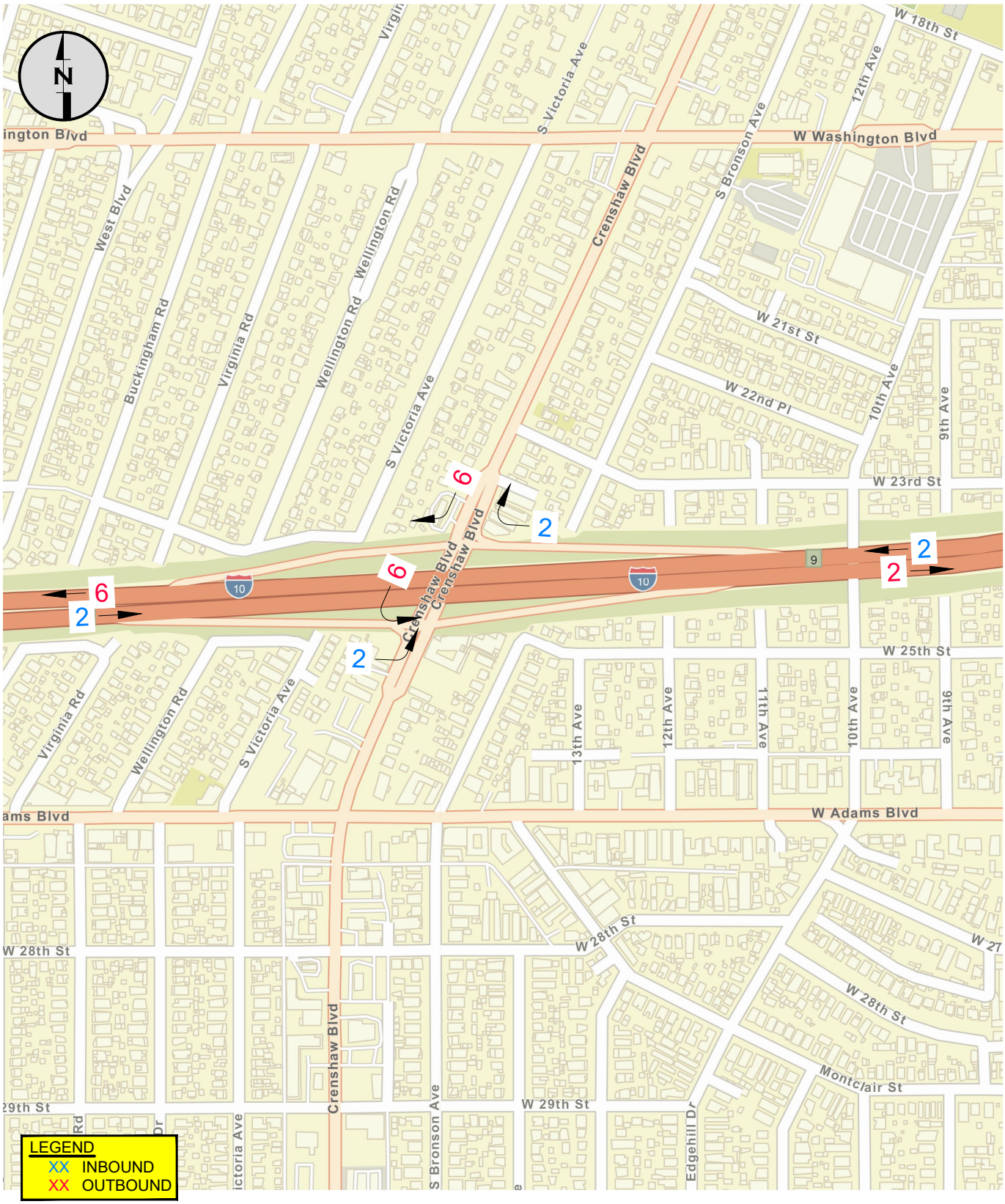


FIGURE N-2(a)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT FREEWAY RAMP TRAFFIC VOLUMES
RESIDENTIAL COMPONENT- AM PEAK HOUR

NOTE: Commercial Component Exhibits No Significant Freeway Trips

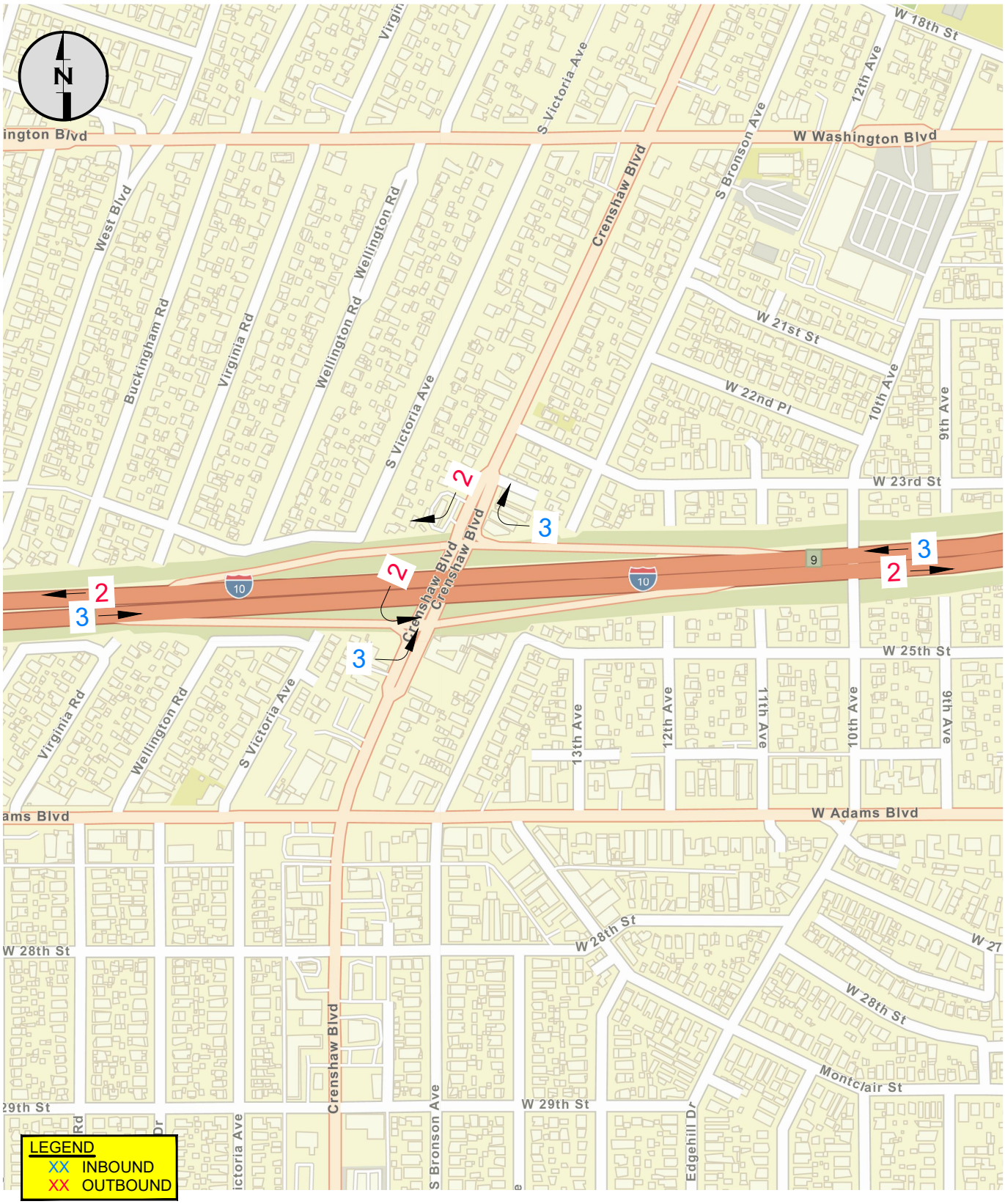


FIGURE N-2(b)

HIRSCH GREEN
Hirsch/Green Transportation Consulting, Inc.

4201 PICO BOULEVARD MIXED-USE PROJECT
PROJECT FREEWAY RAMP TRAFFIC VOLUMES
RESIDENTIAL COMPONENT - PM PEAK HOUR

NOTE: Commercial Component Exhibits No Significant Freeway Trips

APPENDIX O

EVALUATION OF MEASURES TO ADDRESS "UNDESIRABLE" CONDITIONS PICO BOULEVARD AND VICTORIA AVENUE

TRAFFIC SIGNAL WARRANT EVALUATION WORKSHEETS

Traffic Signal Warrant – Results Summary

Warrants Summary Report

1: Pico & Victoria

Intersection Information:

	Major Street	Minor Street
Street Name	Pico Boulevard	Victoria Avenue
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	35	25

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	7 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	Yes	6 Hours met (4 required)
Warrant 3, Peak Hour		
	Yes	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	Yes	2 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Condition M	No	0 Hours met (4 required)
Peds > 190 Condition M	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrants Summary Report

1: Pico & Victoria

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Cond.?	Yes	8 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

Yes

Intersection Traffic, Pedestrian, and Bicycle Count Data

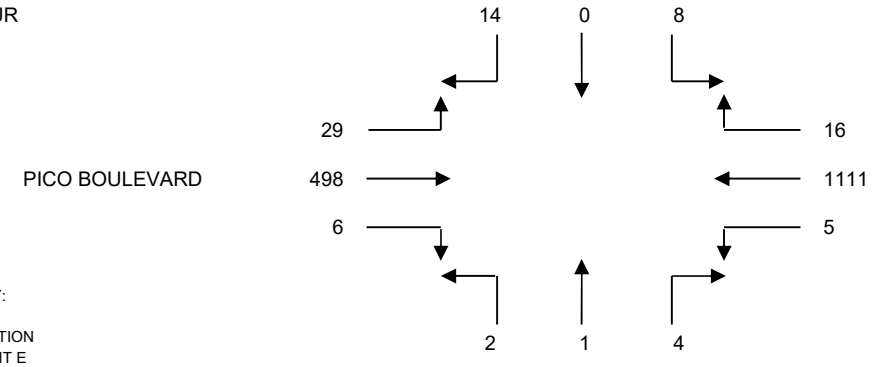
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 06:00 AM TO 10:00 AM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0600-0615	1	0	0	1	109	0	0	0	0	0	40	1
0615-0630	2	0	3	2	205	1	0	0	0	2	54	1
0630-0645	5	0	0	1	290	0	0	0	0	0	46	0
0645-0700	4	0	0	4	313	1	0	0	1	0	60	1
0700-0715	4	0	5	2	285	4	1	1	0	2	64	2
0715-0730	5	0	0	1	259	0	1	0	0	1	97	7
0730-0745	7	0	1	4	303	2	0	1	0	0	94	6
0745-0800	4	0	3	4	285	2	2	0	0	0	123	8
0800-0815	7	0	7	8	248	3	3	1	1	1	120	7
0815-0830	4	0	3	5	261	0	0	0	1	2	128	9
0830-0845	2	0	3	3	275	1	1	0	0	1	141	11
0845-0900	3	0	1	4	290	1	1	1	0	3	115	6
0900-0915	5	0	1	4	285	3	2	0	1	0	114	3
0915-0930	6	0	1	2	251	4	2	0	1	3	117	9
0930-0945	7	0	0	4	240	0	0	0	1	2	113	2
0945-1000	7	0	2	3	238	2	0	0	1	0	106	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0600-0700	12	0	3	8	917	2	0	0	1	2	200	3	1148
0615-0715	15	0	8	9	1093	6	1	1	1	4	224	4	1366
0630-0730	18	0	5	8	1147	5	2	1	1	3	267	10	1467
0645-0745	20	0	6	11	1160	7	2	2	1	3	315	16	1543
0700-0800	20	0	9	11	1132	8	4	2	0	3	378	23	1590
0715-0815	23	0	11	17	1095	7	6	2	1	2	434	28	1626
0730-0830	22	0	14	21	1097	7	5	2	2	3	465	30	1668
0745-0845	17	0	16	20	1069	6	6	1	2	4	512	35	1688
0800-0900	16	0	14	20	1074	5	5	2	2	7	504	33	1682
0815-0915	14	0	8	16	1111	5	4	1	2	6	498	29	1694
0830-0930	16	0	6	13	1101	9	6	1	2	7	487	29	1677
0845-0945	21	0	3	14	1066	8	5	1	3	8	459	20	1608
0900-1000	25	0	4	13	1014	9	4	0	4	5	450	22	1550

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

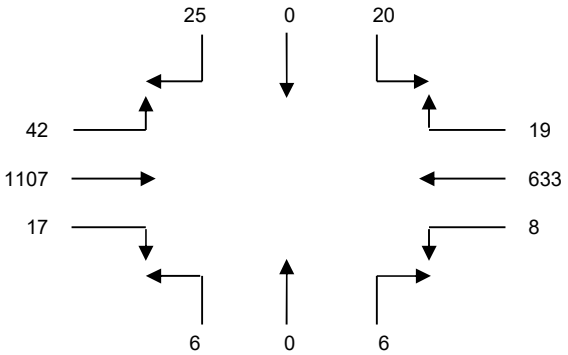
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: 4201 W. PICO BOULEVARD MIXED-USE PROJECT
DATE: WEDNESDAY, APRIL 23, 2025
PERIOD: 03:00 PM TO 07:00 PM
INTERSECTION: **N/S** VICTORIA AVENUE
E/W PICO BOULEVARD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	4	0	1	3	166	2	1	0	0	3	266	12
0315-0330	5	1	0	4	186	5	4	0	2	5	233	14
0330-0345	11	0	3	5	196	2	2	0	1	3	251	14
0345-0400	10	0	3	4	172	2	4	0	0	4	243	19
0400-0415	10	0	3	8	150	2	2	0	0	5	269	17
0415-0430	6	0	6	4	146	1	0	0	5	5	247	11
0430-0445	9	0	6	3	160	2	1	0	2	5	285	7
0445-0500	4	0	4	5	150	4	0	0	1	6	271	18
0500-0515	7	0	6	7	148	1	2	0	2	2	290	11
0515-0530	5	0	4	4	175	1	3	0	1	4	261	6
0530-0545	5	1	3	8	160	3	0	0	5	4	274	13
0545-0600	5	0	2	3	147	2	0	1	0	4	250	18
0600-0615	5	0	4	8	127	1	3	1	1	8	267	12
0615-0630	5	0	3	7	135	4	1	0	2	7	250	11
0630-0645	3	0	0	4	151	2	3	0	0	5	264	5
0645-0700	3	0	1	4	145	1	3	1	1	1	256	7

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	30	1	7	16	720	11	11	0	3	15	993	59	1866
0315-0415	36	1	9	21	704	11	12	0	3	17	996	64	1874
0330-0430	37	0	15	21	664	7	8	0	6	17	1010	61	1846
0345-0445	35	0	18	19	628	7	7	0	7	19	1044	54	1838
0400-0500	29	0	19	20	606	9	3	0	8	21	1072	53	1840
0415-0515	26	0	22	19	604	8	3	0	10	18	1093	47	1850
0430-0530	25	0	20	19	633	8	6	0	6	17	1107	42	1883
0445-0545	21	1	17	24	633	9	5	0	9	16	1096	48	1879
0500-0600	22	1	15	22	630	7	5	1	8	14	1075	48	1848
0515-0615	20	1	13	23	609	7	6	2	7	20	1052	49	1809
0530-0630	20	1	12	26	569	10	4	2	8	23	1041	54	1770
0545-0645	18	0	9	22	560	9	7	2	3	24	1031	46	1731
0600-0700	16	0	8	23	558	8	10	2	4	21	1037	35	1722

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
9 ALTA STREET, UNIT E
ARCADIA, CALIFORNIA 91006
PH: (626) 485-8048
TRAFSOLUTN@AOL.COM

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: HIRSH GREEN TRANSPORTATION CONSULTING

PROJECT: 4201 PICO BOULEVARD MIXED-USE PROJECT - LOS ANGELES

DATE: WEDNESDAY, APRIL 23, 2025

PERIOD: 06:00 AM TO 10:00 AM

INTERSECTION: VICTORIA AVENUE / PICO BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	4	0	2	0
0645-0700	3	0	2	0
0700-0715	8	0	2	0
0715-0730	2	0	0	0
0730-0745	8	0	1	0
0745-0800	4	0	2	0
0800-0815	10	0	10	0
0815-0830	9	0	4	0
0830-0845	2	0	2	0
0845-0900	3	0	2	0
0900-0915	4	0	9	0
0915-0930	4	0	1	0
0930-0945	5	0	2	0
0945-1000	2	0	9	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0600-0615	0	0	1	0
0615-0630	0	0	1	0
0630-0645	0	0	0	0
0645-0700	3	0	2	0
0700-0715	2	0	0	0
0715-0730	3	0	0	0
0730-0745	0	0	0	0
0745-0800	2	0	0	0
0800-0815	0	0	0	0
0815-0830	2	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0
0900-0915	1	0	1	0
0915-0930	1	0	1	0
0930-0945	1	0	1	0
0945-1000	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0600-0700	7	0	4	0	11
0615-0715	15	0	6	0	21
0630-0730	17	0	6	0	23
0645-0745	21	0	5	0	26
0700-0800	22	0	5	0	27
0715-0815	24	0	13	0	37
0730-0830	31	0	17	0	48
0745-0845	25	0	18	0	43
0800-0900	24	0	18	0	42
0815-0915	18	0	17	0	35
0830-0930	13	0	14	0	27
0845-0945	16	0	14	0	30
0900-1000	15	0	21	0	36

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0600-0700	3	0	4	0	7
0615-0715	5	0	3	0	8
0630-0730	8	0	2	0	10
0645-0745	8	0	2	0	10
0700-0800	7	0	0	0	7
0715-0815	5	0	0	0	5
0730-0830	4	0	0	0	4
0745-0845	4	0	0	0	4
0800-0900	2	0	0	0	2
0815-0915	3	0	1	0	4
0830-0930	2	0	2	0	4
0845-0945	3	0	3	0	6
0900-1000	3	0	4	0	7

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
TRAFSOLUTN@AOL.COM

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: HIRSH GREEN TRANSPORTATION CONSULTING

PROJECT: 4201 PICO BOULEVARD MIXED-USE PROJECT - LOS ANGELES

DATE: WEDNESDAY, APRIL 23, 2025

PERIOD: 03:00 PM TO 07:00 PM

INTERSECTION: VICTORIA AVENUE / PICO BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	4	0	1	0
0315-0330	3	0	4	0
0330-0345	2	0	0	0
0345-0400	12	0	2	0
0400-0415	5	0	8	0
0415-0430	4	0	6	0
0430-0445	4	0	9	0
0445-0500	10	0	10	0
0500-0515	12	0	7	0
0515-0530	3	0	3	0
0530-0545	3	0	8	0
0545-0600	7	0	5	0
0600-0615	6	0	4	0
0615-0630	2	0	8	0
0630-0645	12	0	5	0
0645-0700	8	0	7	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	0	0	0
0315-0330	1	0	1	0
0330-0345	1	0	2	0
0345-0400	3	0	1	0
0400-0415	2	0	0	0
0415-0430	0	0	0	0
0430-0445	1	0	0	0
0445-0500	2	0	1	0
0500-0515	0	0	0	0
0515-0530	0	0	5	0
0530-0545	2	0	2	0
0545-0600	1	0	1	0
0600-0615	2	0	2	0
0615-0630	0	0	0	0
0630-0645	1	0	1	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	21	0	7	0	28
0315-0415	22	0	14	0	36
0330-0430	23	0	16	0	39
0345-0445	25	0	25	0	50
0400-0500	23	0	33	0	56
0415-0515	30	0	32	0	62
0430-0530	29	0	29	0	58
0445-0545	28	0	28	0	56
0500-0600	25	0	23	0	48
0515-0615	19	0	20	0	39
0530-0630	18	0	25	0	43
0545-0645	27	0	22	0	49
0600-0700	28	0	24	0	52

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	6	0	4	0	10
0315-0415	7	0	4	0	11
0330-0430	6	0	3	0	9
0345-0445	6	0	1	0	7
0400-0500	5	0	1	0	6
0415-0515	3	0	1	0	4
0430-0530	3	0	6	0	9
0445-0545	4	0	8	0	12
0500-0600	3	0	8	0	11
0515-0615	5	0	10	0	15
0530-0630	5	0	5	0	10
0545-0645	4	0	4	0	8
0600-0700	3	0	3	0	6

THE TRAFFIC SOLUTION
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Warrant 1

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

Intersection Information:

Major Street Name:	Pico Boulevard
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 100%
Condition B Met?	No	7 Hours met (8 required) at 100%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
06:00 to 07:00	**1,209**		**75**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
06:15 to 07:15	**1,424**		**83**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
06:30 to 07:30	**1,527**		**83**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

06:45 to 07:45	**1,601**		**86**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:00 to 08:00	**1,646**		**89**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:15 to 08:15	**1,675**		**94**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:30 to 08:30	**1,716**		**96**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

07:45 to 08:45	**1,739**		**93**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

08:00 to 09:00	**1,735**		**90**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:15 to 09:15	**1,757**		**82**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:30 to 09:30	**1,738**		**82**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

08:45 to 09:45	**1,665**		**84**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

09:00 to 10:00	**1,601**		**89**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

09:15 to 10:15	**1,169**		**68**		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
09:30 to 10:30	**760**		**46**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	No				
09:45 to 10:45	**378**		**24**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (60)?**	No				
15:00 to 16:00	**1,955**		**86**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
15:15 to 16:15	**1,955**		**94**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

15:30 to 16:30	**1,920**		**100**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
15:45 to 16:45	**1,911**		**101**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:00 to 17:00	**1,922**		**96**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:15 to 17:15	**1,929**		**96**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:30 to 17:30	**1,968**		**93**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

16:45 to 17:45	**1,967**		**87**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:00 to 18:00	**1,936**		**86**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:15 to 18:15	**1,899**		**82**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:30 to 18:30	**1,861**		**81**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:45 to 18:45	**1,830**		**75**		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Pico & Victoria

18:00 to 19:00	**1,819**		**72**		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
18:15 to 19:15	**1,362**		**51**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	No				
18:30 to 19:30	**914**		**31**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	No				
18:45 to 19:45	**448**		**16**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (150)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (120)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (60)?**	No				

Warrant 2

Warrant 2: Four-hour Vehicular Volume

1: Pico & Victoria

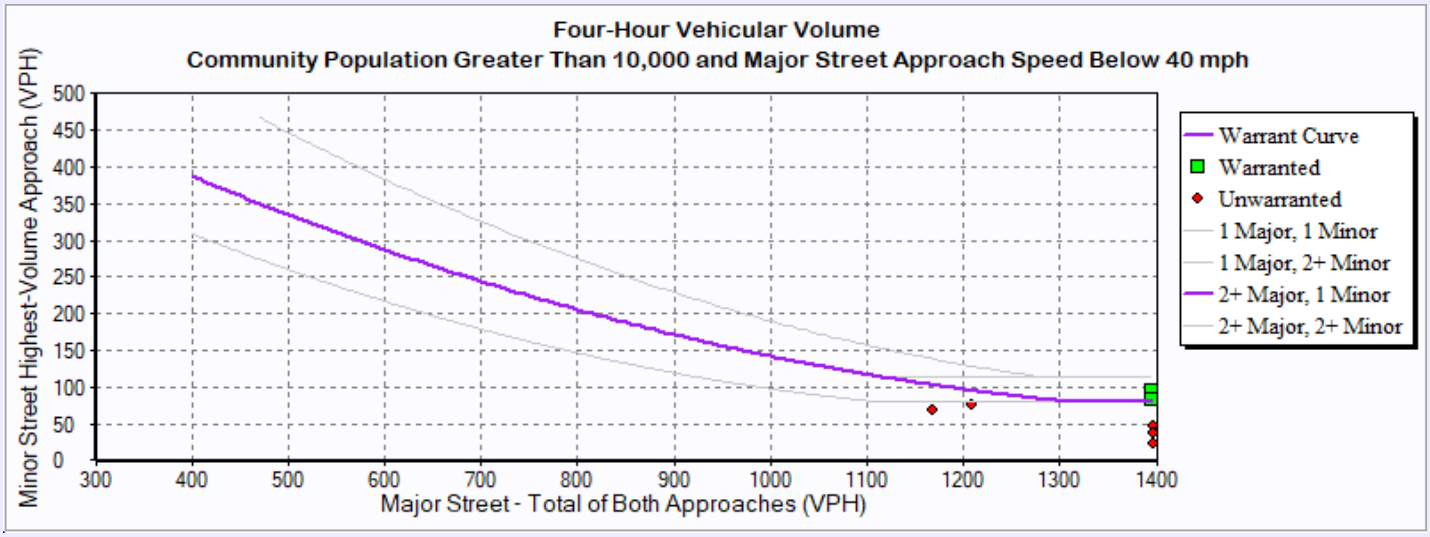
Intersection Information:

	Major Street	Minor Street
Street Name	Pico Boulevard	Victoria Avenue
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 2 Met? **Yes**

Details:

Notes	6 Hours met (4 required)
Low population?	No



Warrant 2: Four-hour Vehicular Volume

1: Pico & Victoria

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	1,209	75
07:00:00 - 08:00:00	1,646	89
08:00:00 - 09:00:00	1,735	90
09:00:00 - 10:00:00	1,601	89
10:00:00 - 11:00:00	0	0
11:00:00 - 12:00:00	0	0
12:00:00 - 13:00:00	0	0
13:00:00 - 14:00:00	0	0
14:00:00 - 15:00:00	0	0
15:00:00 - 16:00:00	1,955	86
16:00:00 - 17:00:00	1,922	96
17:00:00 - 18:00:00	1,936	86
18:00:00 - 19:00:00	1,819	72
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:15:00 - 07:15:00	1,424.00	83.00
07:15:00 - 08:15:00	1,675.00	94.00
08:15:00 - 09:15:00	1,757.00	82.00
15:00:00 - 16:00:00	1,955.00	86.00
16:00:00 - 17:00:00	1,922.00	96.00
17:00:00 - 18:00:00	1,936.00	86.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3

Warrant 3: Peak Hour

1: Pico & Victoria

Intersection Information:

	Major Street	Minor Street
Street Name	Pico Boulevard	Victoria Avenue
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

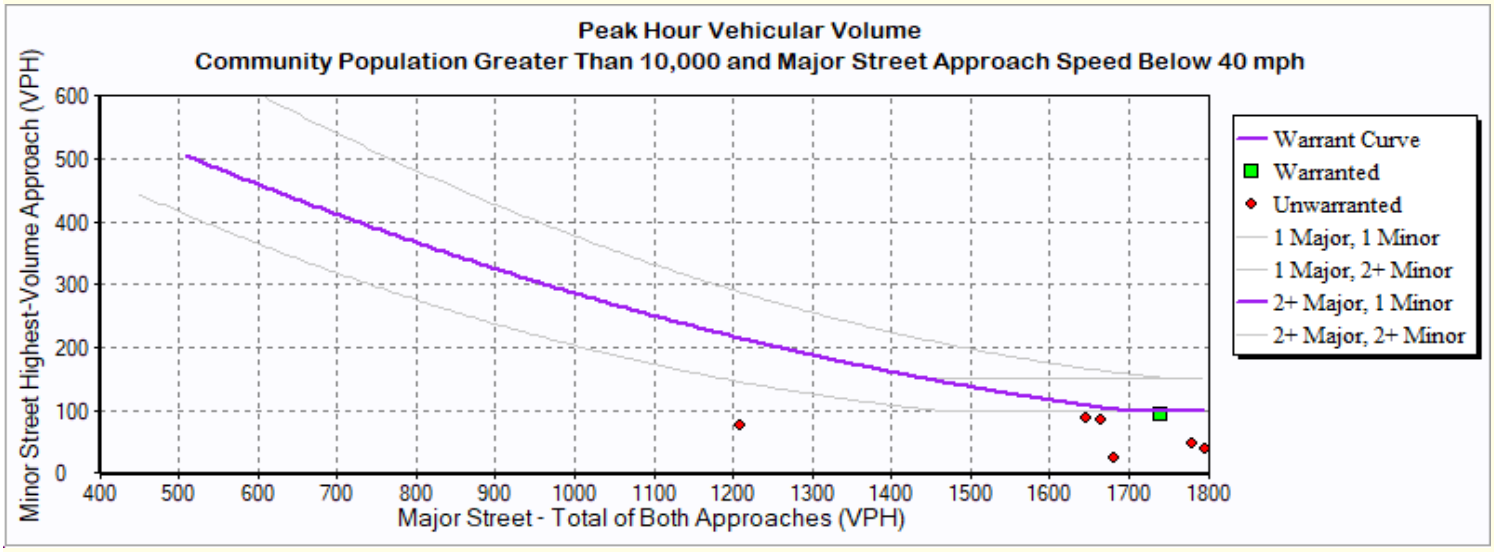
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

1: Pico & Victoria

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
6:00	1,209	75
7:00	1,646	89
7:45	1,739	93
8:45	1,665	84
9:45	378	24
15:00	1,955	86
15:30	1,920	100
16:30	1,968	93
17:30	1,861	81
18:30	914	31

Warrant 4

Warrant 4: Pedestrian Volume

1: Pico & Victoria

Intersection Information:

Major Street Name	Pico Boulevard
Major Street Direction	EB/WB
Minor Street Direction	No
Pedestrian Speed	3.50

WARRANT 4 MET? **No**

Details:

Low Ped Volume Hours Met	**0**	(4 Required)
High Ped Volume Hour Met	**0**	(1 Required)

Hour	Northbound Ped Volume					Southbound Ped Volume				
	Peds	Gaps	Gaps < 60?	Peds > 100?	Peds > 190?	Peds	Gaps	Gaps < 60?	Peds > 100?	Peds > 190?
06:00 to 07:00	0					0				
06:15 to 07:15	0					0				
06:30 to 07:30	0					0				
06:45 to 07:45	0					0				
07:00 to 08:00	0					0				
07:15 to 08:15	0					0				
07:30 to 08:30	0					0				
07:45 to 08:45	0					0				
08:00 to 09:00	0					0				
08:15 to 09:15	0					0				
08:30 to 09:30	0					0				
08:45 to 09:45	0					0				
09:00 to 10:00	0					0				
09:15 to 10:15	0					0				
09:30 to 10:30	0					0				

09:45 to 10:45	0	0
15:00 to 16:00	0	0
15:15 to 16:15	0	0
15:30 to 16:30	0	0
15:45 to 16:45	0	0
16:00 to 17:00	0	0
16:15 to 17:15	0	0
16:30 to 17:30	0	0
16:45 to 17:45	0	0
17:00 to 18:00	0	0
17:15 to 18:15	0	0
17:30 to 18:30	0	0
17:45 to 18:45	0	0
18:00 to 19:00	0	0
18:15 to 19:15	0	0
18:30 to 19:30	0	0
18:45 to 19:45	0	0

Warrant 5

Warrant 5: School Crossing

1: Pico & Victoria

Intersection Information:

Major Street Name	Pico Boulevard
Major Street Direction	EB/WB

WARRANT 5 MET? **No**

Details:

Time Period Interval for Students Crossing (min)	0
Number of Students Crossing in Time Period	0
Number of Adequate Gaps in Time Period	0
Other Remedial Measures Attempted?	No
Adjacent Signal on EB approach?	No
Distance to signal on EB Approach (ft)	-
Adjacent Signal on WB approach?	No
Distance to signal on WB Approach (ft)	-
Will New Signal Restrict Progressive Traffic?	No

Warrant 6

Warrant 6: Coordinated Signal System

1: Pico & Victoria

Intersection Information:

Major Street Name	Pico Boulevard
Major Street Direction	EB/WB

WARRANT 6 MET? **No**

Details:

Approach Direction & Name	Acceptable Platooning?	Adjacent Coordinating Signal?	Adjacent Intersection Distance
SB Approach (Victoria Avenue)	Yes	No	N/A
NB Approach (Victoria Avenue)	Yes	No	N/A
WB Approach (Pico Boulevard)	Yes	No	N/A
EB Approach (Pico Boulevard)	Yes	No	N/A

Unacceptable Platooning? (At least one approach)	Distance to Closest Signal (Must be N/A or > 1000)
No	N/A

Warrant 7

Warrant 7: Crash Experience

1: Pico & Victoria

Intersection Information:

Major Street Name	Pico Boulevard
Major Street Direction	EB/WB
Minor Street Direction	NB/SB

WARRANT 7 MET? **No**

Details:

Low Population?	No	Traffic Volume Condition Met?	Yes
Major Street Speed Limit	35		8 Hours Met (8 Required)
Major Street 85th-% tile Speed	0.00	Ped Volume Condition Met?	No
			0 Hours Met (8 Required)

Qualifying Crashes **0**

Adequate Alternative Trials? No

Hour	Traffic Volumes				Pedestrian Volumes			
	Major Street Vehicles	Minor Street Vehicles	80% Standard Met? A or B		Northbound Ped Volumes		Southbound Ped Volumes	
			Condition A	Condition B	Peds	> 80?	Peds	> 80?
06:00 to 07:00	1,209	75	No*	Yes*	0	No	0	No
06:15 to 07:15	1,424	83	No	Yes	0	No	0	No
06:30 to 07:30	1,527	83	No	Yes	0	No	0	No
06:45 to 07:45	1,601	86	No	Yes	0	No	0	No
07:00 to 08:00	1,646	89	No*	Yes*	0	No	0	No
07:15 to 08:15	1,675	94	No	Yes	0	No	0	No

07:30 to 08:30	1,716	96	No	Yes	0	No	0	No
07:45 to 08:45	1,739	93	No	Yes	0	No	0	No
08:00 to 09:00	1,735	90	No*	Yes*	0	No	0	No
08:15 to 09:15	1,757	82	No	Yes	0	No	0	No
08:30 to 09:30	1,738	82	No	Yes	0	No	0	No
08:45 to 09:45	1,665	84	No	Yes	0	No	0	No
09:00 to 10:00	1,601	89	No*	Yes*	0	No	0	No
09:15 to 10:15	1,169	68	No	Yes	0	No	0	No
09:30 to 10:30	760	46	No	No	0	No	0	No
09:45 to 10:45	378	24	No	No	0	No	0	No
15:00 to 16:00	1,955	86	No*	Yes*	0	No	0	No
15:15 to 16:15	1,955	94	No	Yes	0	No	0	No
15:30 to 16:30	1,920	100	No	Yes	0	No	0	No
15:45 to 16:45	1,911	101	No	Yes	0	No	0	No
16:00 to 17:00	1,922	96	No*	Yes*	0	No	0	No
16:15 to 17:15	1,929	96	No	Yes	0	No	0	No

Warrant 7: Crash Experience

1: Pico & Victoria

16:30 to 17:30	1,968	93	No	Yes	0	No	0	No
16:45 to 17:45	1,967	87	No	Yes	0	No	0	No
17:00 to 18:00	1,936	86	No*	Yes*	0	No	0	No
17:15 to 18:15	1,899	82	No	Yes	0	No	0	No
17:30 to 18:30	1,861	81	No	Yes	0	No	0	No
17:45 to 18:45	1,830	75	No	Yes	0	No	0	No
18:00 to 19:00	1,819	72	No*	Yes*	0	No	0	No
18:15 to 19:15	1,362	51	No	No	0	No	0	No
18:30 to 19:30	914	31	No	No	0	No	0	No
18:45 to 19:45	448	16	No	No	0	No	0	No

Warrant 8

Warrant 8: Roadway Network

1: Pico & Victoria

Intersection Information:

Major Street Name	Pico Boulevard
Major Street Direction	EB/WB
Minor Street Direction	NB/SB

WARRANT 8 MET? (A or B) **Yes**

Details:

Growth Rates % (per year)

	NB	SB	EB	WB
L	0.00	0.00	0.00	0.00
T	0.00	0.00	0.00	0.00
R	0.00	0.00	0.00	0.00

Condition A, Total Entering Volume

Existing Peak Hour	2,073
Years	0.00
Future Peak Hour	2,073
Warrant 1 in 5 Years?	No
Warrant 2 in 5 Years?	Yes
Warrant 3 in 5 Years?	Yes

Condition B, Non-normal Business Day

	Existing	Future
Highest Hour	0	0
Second Highest Hour	0	0
Third Highest Hour	0	0
Fourth Highest Hour	0	0
Fifth Highest Hour	0	0
Yearly Growth Rate (%)	0.00	
Years	0.00	

Condition A Met? Yes **Condition B Met?** No

HIGHWAY CAPACITY MANUAL ("HCM") INTERSECTION ANALYSIS WORKSHEETS
PICO BOULEVARD AND VICTORIA AVENUE

Restripe Southbound Victoria Avenue to Add Exclusive Left-Turn Lane

HCS Two-Way Stop-Control Report

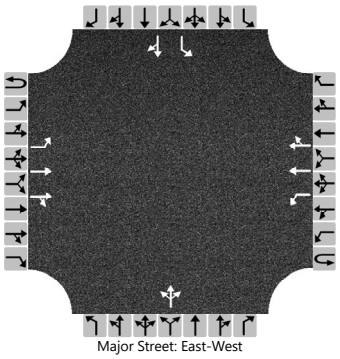
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	37	510	6	0	5	1158	39		2	1	4		42	0	37
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		40				5					8			46		40
Capacity, c (veh/h)		523				1000					161			57		409
v/c Ratio		0.08				0.01					0.05			0.79		0.10
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1			3.5		0.3
95% Queue Length, Q_{95} (ft)		5.1				0.0					2.6			89.6		7.7
Control Delay (s/veh)		12.5				8.6					28.4			177.8		14.8
Level of Service (LOS)		B				A					D			F		B
Approach Delay (s/veh)	0.8				0.0				28.4				101.5			
Approach LOS	A				A				D				F			

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HCS Two-Way Stop-Control Report

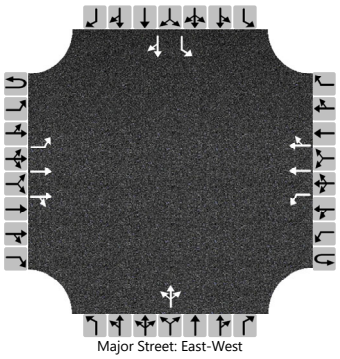
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	56	1153	18	0	8	660	70		6	0	6		48	0	43
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		61				9					13			52		47
Capacity, c (veh/h)		817				536					76			71		600
v/c Ratio		0.07				0.02					0.17			0.74		0.08
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.6			3.4		0.3
95% Queue Length, Q_{95} (ft)		5.1				0.0					15.4			87.0		7.7
Control Delay (s/veh)		9.8				11.8					62.1			139.0		11.5
Level of Service (LOS)		A				B					F			F		B
Approach Delay (s/veh)	0.4				0.1				62.1				78.8			
Approach LOS	A				A				F				F			

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Restrict Southbound Victoria Avenue Approach to Right-Turn Only Move

HCS Two-Way Stop-Control Report

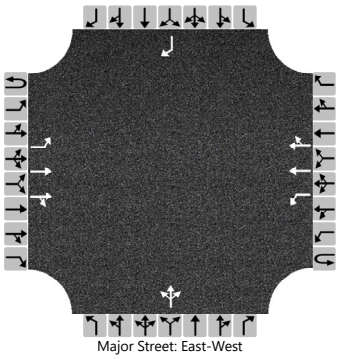
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	0	1
Configuration		L	T	TR		L	T	TR			LTR					R
Volume (veh/h)	0	37	510	6	0	5	1158	39		2	1	4				79
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9				6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96				6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3				3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33				3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		40				5					8					86
Capacity, c (veh/h)		523				1000					151					409
v/c Ratio		0.08				0.01					0.05					0.21
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.2					0.8
95% Queue Length, Q_{95} (ft)		5.1				0.0					5.1					20.5
Control Delay (s/veh)		12.5				8.6					30.1					16.1
Level of Service (LOS)		B				A					D					C
Approach Delay (s/veh)	0.8				0.0				30.1				16.1			
Approach LOS	A				A				D				C			

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HCS Two-Way Stop-Control Report

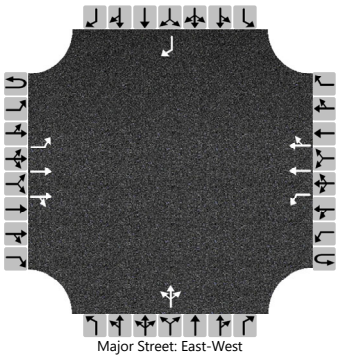
General Information

Analyst	
Agency/Co.	
Date Performed	5/12/2025
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future (2028) - With Project

Site Information

Intersection	Pico Boulevard / Victoria Avenue
Jurisdiction	
East/West Street	Pico Boulevard
North/South Street	Victoria Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	0	1
Configuration		L	T	TR		L	T	TR			LTR					R
Volume (veh/h)	0	56	1153	18	0	8	660	70		6	0	6				91
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9				6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96				6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3				3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33				3.33

Delay, Queue Length, and Level of Service

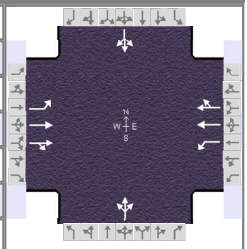
Flow Rate, v (veh/h)		61				9					13					99
Capacity, c (veh/h)		817				536					69					600
v/c Ratio		0.07				0.02					0.19					0.16
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.6					0.6
95% Queue Length, Q_{95} (ft)		5.1				0.0					15.4					15.4
Control Delay (s/veh)		9.8				11.8					68.7					12.2
Level of Service (LOS)		A				B					F					B
Approach Delay (s/veh)	0.4				0.1				68.7				12.2			
Approach LOS	A				A				F				B			

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With New Traffic Signal

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/23/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Victoria Av	File Name	INT 5 - Future (2028) With Project (with Signal Mit…		
Project Description	Future (2028) With Project & Mitigation (Sig)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	510	6	5	1158	39	2	1	4	42	0	37

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	99.1	7.6	1.3	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		103.1		103.1		5.3		11.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						2.5		7.9
Green Extension Time (g_e), s		0.0		0.0		0.0		0.1
Phase Call Probability						0.22		0.94
Max Out Probability						0.00		0.00

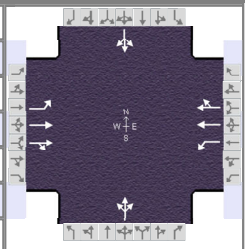
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	40	281	280	5	654	647		8			86	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	430	1900	1892	862	1900	1878		1701			1710	
Queue Service Time (g_s), s	3.3	3.6	3.6	0.2	11.0	11.0		0.5			5.9	
Cycle Queue Clearance Time (g_c), s	14.3	3.6	3.6	3.8	11.0	11.0		0.5			5.9	
Green Ratio (*g/C*)	0.83	0.83	0.83	0.83	0.83	0.83		0.01			0.06	
Capacity (*c*), veh/h	375	1568	1562	746	1568	1550		19			108	
Volume-to-Capacity Ratio (*X*)	0.107	0.179	0.179	0.007	0.417	0.417		0.399			0.793	
Back of Queue (*Q*), ft/ln (95 th percentile)	14	45	45	1	138	137		11			121	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	1.8	1.8	0.0	5.5	5.5		0.5			4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	4.7	2.1	2.1	2.5	2.8	2.8		58.9			55.4	
Incremental Delay (d_2), s/veh	0.6	0.3	0.3	0.0	0.8	0.8		4.9			4.8	
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	5.3	2.4	2.4	2.6	3.6	3.6		63.9			60.3	
Level of Service (LOS)	A	A	A	A	A	A		E			E	
Approach Delay, s/veh / LOS	2.6	A		3.6	A		63.9	E		60.3	E	
Intersection Delay, s/veh / LOS	6.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.60	B	1.60	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.98	A	1.57	B	0.50	A	0.63	A

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HCS Signalized Intersection Results Summary

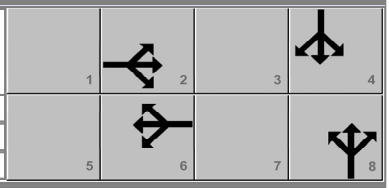
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/23/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.92
Urban Street	Pico Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Pico Bl & Victoria Av	File Name	INT 5 - Future (2028) With Project (with Signal Mit…		
Project Description	Future (2028) With Project & Mitigation (Sig)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	1153	18	8	660	70	6	0	6	48	0	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	97.2	8.6	2.1	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		2		6		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		101.2		101.2		6.1		12.6
Change Period, (*Y+R c*), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s						2.9		8.8
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.1
Phase Call Probability						0.35		0.96
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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	638	635	9	403	390		13			99	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	695	1900	1890	442	1900	1836		1704			1710	
Queue Service Time (*g s*), s	2.8	11.5	11.5	0.7	6.1	6.1		0.9			6.8	
Cycle Queue Clearance Time (*g c*), s	8.9	11.5	11.5	12.2	6.1	6.1		0.9			6.8	
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.02			0.07	
Capacity (*c*), veh/h	587	1540	1531	376	1540	1487		30			123	
Volume-to-Capacity Ratio (*X*)	0.104	0.414	0.415	0.023	0.262	0.262		0.434			0.803	
Back of Queue (*Q*), ft/ln (95 th percentile)	17	155	154	3	82	80		19			138	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	6.2	6.2	0.1	3.3	3.2		0.8			5.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d 1*), s/veh	3.8	3.3	3.3	5.0	2.7	2.7		58.3			54.8	
Incremental Delay (*d 2*), s/veh	0.4	0.8	0.8	0.1	0.4	0.4		3.6			4.5	
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	4.2	4.1	4.1	5.1	3.2	3.2		62.0			59.4	
Level of Service (LOS)	A	A	A	A	A	A		E			E	
Approach Delay, s/veh / LOS	4.1	A		3.2	A		62.0	E		59.4	E	
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.60	B	1.60	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.59	B	1.15	A	0.51	A	0.65	A

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APPENDIX E

Natural History Museum,
Paleontological Resources Records Search for
the 4201 W. Pico Boulevard Project,
November 2, 2025.

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Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Research & Collections

e-mail: paleorecords@nhm.org

November 2, 2025

Parker Environmental Consultants
Attn: Elise Lorenzana-Cronkrite

re: Paleontological resources records search for the 4201 W. Pico Boulevard Project

Dear Elise:

I have conducted a search of our paleontology collection records for the proposed development at the 4201 W. Pico Boulevard project area as outlined on the portion of the Hollywood USGS topographic quadrangle map that you sent to me via e-mail on October 31, 2025. We do not have fossil localities that have been recorded or georeferenced directly within the proposed project area, but we do have fossil localities nearby from similar sedimentary deposits that may occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County (NHMLA).

Locality Number	Location	Formation	Taxa	Depth
LACM VP 1198	Vicinity of South Tremaine St and West 8th Street	Palos Verdes Sand	Mastodon (*Mammut)*	17 feet bgs
LACM VP 5599	Vicinity of South Tremaine St and West Olympic Blvd.	Unknown formation (Pleistocene)	Camel (*Camelops*)	12 feet bgs
LACM VP 1226, 1783	La Brea Blvd. near San Vicente Blvd	Unknown formation (Pleistocene, blue sandy clay)	Bison (*Bison*), ground sloth (*Paramylodon*); horse family (Equidae); camel family (Camelidae)	5 - 9 feet bgs
LACM VP 7137	Vicinity of Vineyard Ave & Venice Blvd	Unknown formation (Pleistocene, gray sandy clay)	Bison (*Bison*); mastodon and camel material was reportedly encountered but destroyed by work and not collected	Unknown, in storm sewer excavations
LACM VP 1893	Vicinity of Western Ave and Santa Monica Freeway	Unknown formation (Pleistocene, sands & gravel)	Bison (*Bison antiquus*), Mammoth (*Mammuthus*)	Unrecorded, in freeway cut

VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface

This records search is limited to the records of the NHMLA. It is not intended as a paleontological

assessment of the project for the purposes of California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA). Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a paleontological assessment be conducted by a paleontologist meeting Federal (43 Code of Federal Regulations Part 49.110) or Society of Vertebrate Paleontology standards for compliance with applicable regulations, such as CEQA or NEPA.

Sincerely,



Alyssa Bell, Ph.D.
Natural History Museum of Los Angeles County

APPENDIX F

South Central Coastal Information Center,
Records Search Results for the
4201 W. Pico Boulevard Project,
December 23, 2025.

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South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

12/23/2025

SCCIC File #: 27758.13691

Elise Lorenzana-Cronkrite
Parker Environmental Consultants
25350 Magic Mountain Parkway, Suite 300
Valencia, CA 91355

Re: Record Search Results for the 4201 W. Pico Boulevard Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Hollywood, CA USGS 7.5' quadrangle(s). The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within ½-mile radius: 0
Built-Environment Resources	Within project area: 0 Within ½-mile radius: 10
Reports and Studies	Within project area: 1 Within ½-mile radius: 15
OHP Built Environment Resources Directory (BERD) 2022	Within project area: 0 Within ¼-mile radius: 118
California Points of Historical Interest (SPHI) 2022	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2022	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2022	Within project area: 0 Within ¼-mile radius: 16
National Register of Historic Places (NRHP) 2022	Within project area: 0 Within ¼-mile radius: 1

City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 6

HISTORIC MAP REVIEW - Santa Monica, CA (1902, 1921) 15' USGS historic maps indicate that in 1902 there was no visible development within the project area. There were three roads, four buildings, one stream and one intermittent stream within the project search radius which was located within the historic place name of Las Cienegas and Los Angeles. The historic place name of Pico Heights was located nearby. In 1921, there was an increase in development within the search radius which included a dense grid-like network of roads and buildings. Only one of previously mentioned streams remained and the historic place names of Las Cienegas and Los Angeles were still visible.

RECOMMENDATIONS

**When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.*

At least one or more properties directly adjacent to the project area boundaries have been evaluated and found to be "eligible" for the National Register of Historic Places (WILLIAM GRANT STILL HOUSE, 1262 VICTORIA AVE., LOS ANGELES). It is recommended that a qualified consultant be retained to advise the project regarding all properties that have been evaluated and found to be eligible or need to be evaluated prior to the approval of project plans. Because most of the project area is obscured by urban development, an archaeological survey is not likely to result in the observation of surface artifacts. Therefore, it is also recommended that a qualified archaeologist be retained to monitor all ground-disturbing activities. If cultural resources are observed, all work within the vicinity of the find should be diverted until the archaeologist can assess and record the find and make recommendations. Excavation or removal of potential cultural resources should not be attempted by project personnel. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may request an archaeological monitor.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Stacy St. James

Digitally signed by Stacy St. James
Date: 2025.12.23 12:05:22 -08'00'

Enclosures:

(X) Invoice #27558.13691

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

EXHIBIT D

Public Correspondence

Docusign Envelope ID: BD6B794F-D130-4090-B56E-8E6F1633EB0E

December 8th, 2025

Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, California 90012
Attn.: Esther Ahn, Los Angeles City Planning Department

SUBJECT: Support for 4201 West Pico Boulevard Case No. CPC 2025-1087-DB-VHCA

To NAME: Esther Ahn, Los Angeles City Planning Department

My name is Ben Lee and I am a resident of Los Angeles and live in the vicinity of the above-mentioned project.

I am writing to express my support for the proposed residential community at 4201 West Pico Boulevard.

This project will bring 220 new homes to the neighborhood, including 35 affordable homes for Very Low Income and Moderate-Income households. These affordable homes are especially important in a city where many residents are struggling to find stable and attainable housing.

The development will replace older and underutilized structures with new housing and neighborhood serving commercial space that will add energy and activity to this part of Pico Boulevard. The site is in a location with strong access to transit, services, and jobs, making it an appropriate and responsible place for new homes.

I respectfully urge you to support the project at 4201 West Pico Boulevard, as it will bring meaningful community benefits and help address the ongoing shortage of housing in Los Angeles.

Thank you for your consideration.

DocuSigned by:
Ben Lee 12/8/2025 | 14:47:49 PST
998071178780474...
NAME: Ben Lee

ADDRESS(OPTIONAL):327 S Orange Dr, Los Angeles, CA 90036

Esther Ahn <esther.ahn@lacity.org>

CPC-2025-1087-DB-VHCA ENV-2025-1088-HES

1 message

douglas fillin <fillind@gmail.com>
To: esther.ahn@lacity.org

Tue, Dec 16, 2025 at 5:37 PM

December 16, 2025

Esther Ahn

City Planner

RE: 4201 West Pico Blvd., CPC-2025-1087-DB-VHCA ENV-2025-1088-HES

Dear Ms. Ahn:

I wish to echo the sentiments of my fellow Oxford Square (Windsor Blvd. and Victoria Ave.) residents who spoke during the Zoom meeting of 12/16/2025, in that we are not opposed to the concept of the development at Pico and Crenshaw, only its current form.

One of the issues raised was the size of the project.

Mention was made by the developer, Jonathan Yang, that there is an existing eight-story building - Public Storage - catacorner to the proposed project - suggesting perhaps that his project would not be so out of place. The building in question was previously the Bekins Storage building, built in 1929. But I do not think one can refer to a nearby almost 100-year-old historical eight-story building as justifying another eight-story building, in the same way one could say of a neighborhood with a half dozen apartment buildings," what's one more apartment building?" Or of a neighborhood with a half dozen new car lots, "what's one more new car lot?" And I would note that in the last 100 years or so, no other eight-story buildings were built in the area. The tallest tend to be about half that. Like the Amani apartments across the street from the current proposed project.

Also, one of the callers into the meeting contrasted this project with another a mile away – Crenshaw and Wilshire.

It is called Walnut Crossing, and granted, it is a different project with a different developer - Adobe Communities - but, as noted on their website, their approach to the neighborhood has been different, demonstrating that it can be done:

Located at the bustling intersection of Wilshire & Crenshaw Boulevards, this highly anticipated mixed-use residential community balances density and complements surrounding uses while prioritizing affordable housing and community spaces. A 6,200 SF flex-use transit plaza features

open space connecting two bus stops and framing the main residential entry and amenities, including a shared community room that may be reserved for community events.

The project concept honors the Park Mile Specific Plan, with boulevard-scale massing along Wilshire stepping down to a neighborhood scale to the south. At the southern elevation, preserved Walnut trees and new landscaping shield single-family homes from the multifamily residential above. Separation between project buildings creates a scale that echoes the grain of the adjacent neighborhood. Ground-level articulation and materials selection play an integral role connecting the site to the neighborhood and respond to the Historic Preservation Overlay Zone.

One hopes that there will be talks between all those involved between now and February which yield a project we can all live with.

On a personal note – hope you are feeling better. You seemed to be using quite a few Kleenexes during the call.

Respectfully,

Douglas Fillin

Esther Ahn <esther.ahn@lacity.org>

Support for 4201 West Pico Boulevard Case No. CPC 2025-1087-DB-VHCA

2 messages

Josh Reyes <josh@talaresidences.com> Sun, Dec 14, 2025 at 10:22 PM
To: esther.ahn@lacity.org
Cc: hakeem.parke-davis@lacity.org

My name is Josh Reyes and I am a resident of Los Angeles County.

I am writing to express my support for the proposed residential community at 4201 West Pico Boulevard.

This project will bring 220 new homes to the neighborhood, including 35 affordable homes for Very Low Income and Moderate-Income households. These affordable homes are especially important in a city where many residents are struggling to find stable and attainable housing.

The development will replace older and underutilized structures with new housing and neighborhood serving commercial space that will add energy and activity to this part of Pico Boulevard. The site is in a location with strong access to transit, services, and jobs, making it an appropriate and responsible place for new homes.

I respectfully urge you to support the project at 4201 West Pico Boulevard, as it will bring meaningful community benefits and help address the ongoing shortage of housing in Los Angeles.

Thank you for your consideration.

Josh Reyes
Business Development | TALA

(213) 268-6957 talaresidences.com

9560 Wilshire Blvd, Suite 430,
Beverly Hills, CA 90212, United States

Esther Ahn <esther.ahn@lacity.org> Mon, Dec 15, 2025 at 9:31 AM
To: Josh Reyes <josh@talaresidences.com>
Cc: hakeem.parke-davis@lacity.org

Good morning,

I'm confirming receipt of your comment for inclusion in the case file and public record.

Thank you,
[Quoted text hidden]
--

Esther Ahn
City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012

T: (213) 978-1486 | Planning4LA.org



Esther Ahn <esther.ahn@lacity.org>

Letter of Support for 4201 W Pico (CPC-2025-1087-DB-VHCA)

2 messages

Joshua Kimmel <josh@ryda.us> Fri, Dec 5, 2025 at 2:19 PM
To: esther.ahn@lacity.org
Cc: hakeem.parke-davis@lacity.org

Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, California 90012

Attn.: Esther Ahn, Los Angeles City Planning Department

SUBJECT: Support for 4201 West Pico Boulevard Case No. CPC 2025-1087-DB-VHCA

My name is Josh Kimmel and I am a resident of the City of Los Angeles.

I am writing to express my support for the proposed residential community at 4201 West Pico Boulevard.

This project will bring 220 new homes to the neighborhood, including 35 affordable homes for Very Low Income and Moderate-Income households. These affordable homes are especially important in a city where many residents are struggling to find stable and attainable housing.

The development will replace older and underutilized structures with new housing and neighborhood serving commercial space that will add energy and activity to this part of Pico Boulevard. The site is in a location with strong access to transit, services, and jobs, making it an appropriate and responsible place for new homes.

I respectfully urge you to support the project at 4201 West Pico Boulevard, as it will bring meaningful community benefits and help address the ongoing shortage of housing in Los Angeles.

Yours sincerely,

Josh Kimmel

Esther Ahn <esther.ahn@lacity.org> Mon, Dec 8, 2025 at 11:15 AM
To: Joshua Kimmel <josh@ryda.us>
Cc: hakeem.parke-davis@lacity.org

Hello,

Thank you for your comment. I'm confirming receipt for its inclusion in the case file and public record.

Best,
[Quoted text hidden]

--

Esther Ahn
City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1486 | Planning4LA.org
E-NEWS

Esther Ahn <esther.ahn@lacity.org>

Public Comment – 4201 W Pico Boulevard Case No.: CPC-2025-1087-DB-VHCA

2 messages

Margaret Aaronson <msmhaddad@gmail.com> Mon, Jan 26, 2026 at 9:30 PM
To: esther.ahn@lacity.org

Dear Esther Ahn:

Attached and below, please find my thoughts on the 4201 W Pico Boulevard project:

Subject: Public Comment – 4201 W Pico Boulevard
Case No.: CPC-2025-1087-DB-VHCA

Dear City Planning Staff and Commissioners,

My name is Margaret Aaronson and I live on South Victoria Avenue near Pico Boulevard. I'm writing to share concerns about the daily operational impacts of the proposed 4201 W Pico Boulevard development on my residential street and surrounding area. For the record, I support new housing but I can't support this structure until there's a feasible plan for how the day-to-day operations of this massive new development will be handled so it does not negatively impact the area.

Based on the project materials and City staff correspondence, it's my understanding that refuse collection is proposed to be split, with some trash picked up from the alley off Crenshaw Blvd via an internal loading area, and some trash picked up directly from Victoria Avenue. For a 222-unit building, this would mean repeated garbage truck activity at the end of a residential street, including early-morning noise, idling engines, blocked curb space, and safety conflicts.

Victoria Ave is not designed to function as a service street for a large multi-unit development. Because an internal loading area accessed from the Crenshaw alley is already part of the project design, it seems reasonable that all residential and commercial refuse be consolidated and collected there, rather than partially off-loaded onto a residential block.

The City has authority to regulate the location, timing, and manner of refuse collection in order to prevent noise, idling, obstruction, and safety impacts on residential streets. In this case, allowing routine garbage pickup on Victoria would externalize the project's operational impacts onto the neighborhood, even though an alternative exists within the site design.

I am also concerned about how these operational impacts interact with the historic and environmental context of this location. Victoria Avenue borders the Oxford Square Historic Preservation Overlay Zone and is adjacent to the William Grant Still Historic-Cultural Monument. The street has limited tree canopy and without clear requirements, increased service activity, idling vehicles, and insufficient landscaping risk destroying the historic residential character rather than improving it. Adding additional trees as well as other possible plants and design features should be part of how this project mitigates its presence here.

Finally, I want to emphasize the importance of post-occupancy monitoring and enforceable conditions related to traffic and daily operations and I feel it's imperative the City retain clear authority to require additional controls if refuse operations, idling, or other project-related activity creates safety or quality-of-life problems.

Thank you for considering this comment as part of the administrative record.

Sincerely,

Margaret Aaronson

M Aaronson Letter regarding 4201 W Pico.docx
15K

Esther Ahn <esther.ahn@lacity.org> Tue, Jan 27, 2026 at 9:00 AM
To: Margaret Aaronson <msmhaddad@gmail.com>

Good morning,

Confirming receipt of your letter for inclusion in the case file and public record.

Thank you,
[Quoted text hidden]
--

Esther Ahn
City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1486 | Planning4LA.org
E-NEWS

Esther Ahn <esther.ahn@lacity.org>

RE: Letter of Support for 4201 W Pico (CPC-2025-1087-DB-VHCA)

1 message

Nicole Victoria <nfvictoria@gmail.com>
To: esther.ahn@lacity.org
Cc: hakeem.parke-davis@lacity.org

Mon, Dec 8, 2025 at 10:36 PM

RE: Case Number: CPC-2025-1087-DB-VHCA

Dear City Planner Ahn:

My name is Maria Nicole Victoria, and I am a resident of the Manhattan Place Apartments, located at 304 S. Manhattan Place Los Angeles, CA.

I am writing to express my support for the proposed residential community at 4201 West Pico Boulevard.

This project will bring 220 new homes to the neighborhood, including 35 affordable homes for Very Low Income and Moderate-Income households. These affordable homes are especially important in a city where many residents are struggling to find stable and attainable housing.

The development will replace older and underutilized structures with new housing and neighborhood serving commercial space that will add energy and activity to this part of Pico Boulevard. The site is in a location with strong access to transit, services, and jobs, making it an appropriate and responsible place for new homes.

As a resident of Koreatown for over 20 years, I've directly witnessed how socio economic changes in housing have greatly impacted people of this great community. Koreatown is a neighborhood that has historically provided affordable and accessible housing for all, and it's been saddening to see that diminish. My hope is that an esteemed city representative such as yourself will advocate for projects such as 4201 West Pico Boulevard that will not only help further economic development in the city, but also provide equal opportunity for people to afford living in one of the most expensive cities in the country.

I respectfully urge you to support the project at 4201 West Pico Boulevard, as it will bring meaningful community benefits and help address the ongoing shortage of housing in Los Angeles.

Yours sincerely,

Maria Nicole Victoria

Esther Ahn <esther.ahn@lacity.org>

4201 W Pico Blvd – Internal Loading & Drop-Off to Protect Victoria Avenue Case: CPC-2025-1087-DB-VHCA

1 message

Mary Beth Fielder <mbfielder@gmail.com> Tue, Dec 16, 2025 at 6:55 PM
To: Esther Ahn <esther.ahn@lacity.org>

Dear Ms. Ahn,

I want to begin by thanking you for taking the time to respond to several questions over the past week; your clarifications were helpful as neighbors have been trying to understand how this project would function day to day.

I'm writing to follow up on concerns that came up repeatedly at the hearing and that I believe have clear, practical solutions: **delivery and pick-up activity, and traffic routing along Victoria Avenue**.

This project will generate daily activity not only from residents, but also from delivery trucks and ride-share services — including **UPS, FedEx, DoorDash, Uber, and Lyft**. Without a dedicated place for these vehicles to briefly pull in, the predictable result is idling, short stops, and double-parking along the curb. On a residential street like Victoria, those impacts are felt immediately by nearby homes.

There is a well-established design solution for this type of activity. Many buildings — including hotels, hospitals, and larger residential projects — include a **designated internal pull-in area** where delivery vehicles and ride-share drivers can safely stop to drop off packages or pick up residents without blocking traffic or spilling onto surrounding streets.

In addition, I'm concerned about **how vehicle movements are routed once cars exit the site**. Without clear operational controls, Victoria risks becoming a convenient cut-through rather than remaining a residential street.

I respectfully ask that the City work with LADOT to ensure that **vehicle circulation is designed to direct traffic back to Pico Boulevard as efficiently and safely as possible**, rather than encouraging circulation through residential streets. Clear turn restrictions, routing strategies, barriers or other operational measures could help achieve this goal while improving safety for drivers, pedestrians, and nearby residents.

Requiring an internal loading and drop-off area, along with thoughtful traffic routing, would:

- Keep **idling and short-term stops off Victoria Avenue**
- Reduce cut-through traffic on a residential street
- Improve safety at Pico intersections
- Prevent avoidable conflicts before they become routine problems

This is not about limiting access or opposing housing. It's about **designing for how buildings actually operate**, so that residential streets are protected from impacts that can be addressed up front.

I respectfully ask that the City require:

- a **dedicated internal loading and pick-up/drop-off area**, accessed from **Pico Boulevard or Crenshaw**, and
- **traffic circulation and operational measures** that prevent Victoria Avenue from functioning as a cut-through street.

Thank you for your consideration.

Sincerely,

Mary Beth Fielder

1233 S. Victoria Ave.

Los Angeles, Ca. 90019

OXFORD SQUARE NEIGHBORHOOD ASSOCIATION
1235 SOUTH WINDSOR BOULEVARD, LOS ANGELES CALIFORNIA 90019

January 4, 2026

Department of City Planning
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, CA 90019
Attention: Esther Ahn, City Planner

Re: 4201 W Pico Boulevard — Case No. CPC-2025-1087-DB-VHCA ("Project")

Dear Ms Ahn,

Following the comments submitted for the record by Mary Beth Fielder and several other members of our association at the hearing before you on December 16, 2025, Oxford Square Neighborhood Association ("Oxford Square") would like to memorialize our requested mitigations to the Project and submit this letter for the record.

The Oxford Square neighborhood is a historic preservation overlay zone that lies immediately adjacent to the Project site, including South Victoria Avenue between Olympic and West Pico boulevards. While the 4200 block of West Pico is currently blighted and we are pleased to see residential-over-retail development occur, the size of the project (220 units) will more than double the number of residences potentially using Victoria Avenue (there are ~200 houses in all of our neighborhood). We are seeking reasonable measures to mitigate the additional vehicle trips on our streets.

We understand that primary resident vehicle access is proposed from Victoria Avenue and that new curb cuts on Pico Boulevard or Crenshaw Boulevard are not being pursued. Given this constraint, it is especially important that strong operational and traffic mitigation measures be required to ensure that Victoria Avenue does not function as a high-volume access and service corridor for a large development. We request the following conditions of approval:

1. Turning restrictions at the project driveway to minimize neighborhood circulation and discourage cut-through traffic
2. Operational controls to prevent queuing, staging, or spillback onto Victoria Avenue
3. Routing of all service and trash operations away from Victoria Avenue

4. Fully enclosed internal trash and recycling rooms
5. No curbside trash bin staging or pickup on Victoria Avenue
6. Daytime service hours only
7. Location of ride-hailing, guest pickup, and deliveries on Crenshaw Boulevard
8. Designated pickup/drop-off and courier delivery areas on Crenshaw Boulevard, consistent with the project's main entrance frontage
9. Prohibition of ride-hailing, food delivery, and package delivery stopping on Victoria Avenue
10. Clear signage and building management policies directing short-term stopping activity away from the residential street

These requests are intended to ensure that daily operational impacts are handled on appropriate arterial streets and through internal building design, rather than being shifted onto a residential block.

Thank you for considering these neighborhood-level mitigations as part of the project review.

Sincerely,

Chris Elwell
President

Cc: Hakeem Parke-Davis and Alan Antonio, Council District 10
Olympic Park Neighborhood Council

Esther Ahn <esther.ahn@lacity.org>

Traffic, Parking, and Ground-Floor Uses egarding the proposed project at 4201 W Pico

1 message

Sarah Jackson <sarah@seven-summits.org> Tue, Dec 16, 2025 at 10:16 PM
To: "esther.ahn@lacity.org" <esther.ahn@lacity.org>

Dear Ms. Ahn,

My name is Sarah Jackson, and I spoke at the recent hearing regarding the proposed project at 4201 W Pico Blvd. I'm writing to follow up on concerns related to **traffic, parking, and the type of ground-floor uses** proposed for this site, particularly as they affect Victoria Avenue and the surrounding neighborhood.

The scale of this project means it will generate daily activity that goes beyond just residents coming and going. Traffic, visitor parking, deliveries, and commercial activity all shape how the project functions in real life. When those impacts are not well managed, they tend to spill over onto nearby residential streets like Victoria, which were not designed to absorb that level of activity.

Parking is a part of this. While I understand that state law limits the City's ability to require parking, the reality is that this project is largely market-rate housing, and many tenants will own cars. If on-site parking is insufficient, the impact doesn't disappear — it shows up as circling, spillover parking, and congestion on residential streets. That affects safety, noise, and the everyday experience of people who already live here.

The type of ground-floor uses also matters. Certain uses generate frequent short trips, double-parking, delivery vehicles, and late-night activity. Others are quieter and more neighborhood-serving. These differences have real consequences for traffic patterns, parking demand, and quality of life.

I'm asking the City to look closely at:

- How traffic and parking impacts will be managed so they do not fall disproportionately on Victoria Avenue
- Whether parking and access decisions realistically reflect how market-rate housing functions
- How ground-floor uses can be selected or conditioned to avoid unnecessary congestion, noise, and disruption near homes

These are not abstract concerns. They shape whether this project integrates into the neighborhood in a way that feels livable and sustainable over time.

Thank you for your consideration.

Sincerely,
Sarah Jackson

1242 South Victoria Avenue,
Los Angeles, CA 90019

310 918 2284

Subject: 4201 W Pico Blvd – post-occupancy traffic and residential access concerns (CPC-2025-1087-DB-VHCA)

Dear Ms. Ahn,

I am a resident near Victoria Avenue writing regarding the proposed project at 4201 W Pico Boulevard (Case No. CPC-2025-1087-DB-VHCA).

Even under current conditions, increased traffic and parking pressure on Victoria can make it stressful and difficult for me to safely back out of my driveway. Because daily conditions like this are often hard to predict in advance, I am concerned about how additional vehicle activity associated with the project could affect residents once the building is occupied.

As conditions are developed, I hope they will include clear post-occupancy monitoring and preserve the City's ability to require additional traffic or operational controls if impacts on residential streets become evident over time. Having that flexibility feels important for protecting everyday safety and access for people who live here.

Thank you for your time and consideration.

Sincerely,

Suzi Click

WAHA
West Adams Heritage Association

2263 South Harvard Boulevard • Historic West Adams • Los Angeles, CA 90018 • 323-735-WAHA (323-735-9242)

December 16, 2025

Esther Ahn, City Planner
CC: Hakeem Parke-Davis, Council District 10
Via email
RE: 4201 West Pico Blvd., CPC-2025-1087-DB-VHCA

Dear Ms. Ahn:

The West Adams Heritage Association has been advocating for historic preservation and the conservation of the neighborhoods comprising the Historic West Adams District for more than 40 years. Additionally, we were engaged in the advocacy that established the Oxford Square HPOZ in 2017.

We have been asked by several of our members to weigh in on this proposed project, which, if approved as presented, would have a significantly negative impact on the immediately-adjacent designated William Grant Still resident, Los Angeles Historic Cultural Monument No. 169, designated in 1976 and located at 1262 S. Victoria. As well, negative impacts on the Oxford Square HPOZ should be considered as a part of any evaluation of this project.

The William Grant Still Residence also is designated as an "Individual Property determined eligible for the National Register" by consensus through the Section 106 process (from a federal project DOE project in 1986). It is also listed in the California Register. All of these historic designations tell us that the City is responsible to protect this important resource.

Along with CEQA issues related to adjacency and alteration of historic context for both the individual HCM and the Oxford Square HPOZ, the request(s) to eliminate any setback adjacent to 1262 S. Victoria (and thereby NOT providing any sort of landscape buffer) disturbs the setting, visibility and the integrity of the setting. The new building will have shadow, scale, and massing impacts on the designated historic resource and is not providing any sort of mitigations related to these impacts (e.g., landscape buffering at a minimum). Construction of an 8-story building with a zero-foot setback may also undermine the structural stability of the parcel (land) immediately north, and potentially also damage the underpinnings of the residential structure itself.

William Grant Still Jr. (May 11, 1895 – December 3, 1978) was a trailblazing African American composer of nearly two hundred works, including five symphonies, four ballets, nine operas, and more than thirty choral works, art songs, chamber music, and solo works -- most famously, his first symphony, 1930's Afro-American Symphony. Indeed, Still was the first African American composer to have an opera produced by the New York City Opera. Because of his close association and collaboration with prominent African-American literary and cultural figures, Still is considered to be part of the Harlem Renaissance. So important was William Grant Still to the history of music in Los Angeles, and particularly the role of African Americans, that along with historic designation of his (relatively modest) home, the City has also named one of its cultural arts centers after him.

WAHA therefore believes that the Proposed Project is **NOT** within the scope of the program approved in the 2021-2029 Housing Element, and the 2021-2029 Housing Element Environmental Impact Report No. ENV-20206762-EIR; SCH No. 2021010130 (EIR), certified on November 24, 2021, and that these documents **DO NOT** adequately describes the activity for the purposes of CEQA.

WAHA urges the Hearing Officer to NOT approve several of the Off-Menu Requests for this project, specifically please do not approve any waiver of the required 11-foot setback adjacent to 1262 S. Victoria, and instead require a landscaped buffer within that setback.

This would also allow the planting of the nine additional trees that Applicant also proposes receiving a waiver from the responsibility to plant (that is, an Off-Menu request to reduce tree planting by 18%, from 55 to 46). Applicant says the cost of planting nine more trees and their long-term maintenance costs would be an economic burden; however, this community has a major social justice burden of an extremely low tree canopy compared to other communities in Los Angeles, and WAHA finds that to be far more important than the added cost of maintaining nine additional trees.

WAHA does support the development of new housing, especially affordable housing. However, this project proposes significant waivers of normal development standards in order to provide only 18 *truly* affordable units (at the VLI, Very Low Income, level). The remaining 17 so-called affordable units are actually at the "Moderate" level, 120% of AMI (e.g., income levels circa $100,000 a year), which is hardly affordable in the context of this community, where our actual naturally affordable housing is being demolished and those residents are losing their longtime homes.

We also have specific concerns regarding how this case is being handled, technically. The project is located within the Mid-City Recovery Redevelopment Area. The California Supreme Court has issued a ruling that, at core, states that no project within a redevelopment plan shall receive any approval without an analysis as to whether or not it is consistent with the Redevelopment Plan land use components. Yet we do NOT see within the publicly-posted documents on the Planning Department website any such evaluation. How is it that you are even holding a hearing without such documentation?

If you have completed such an evaluation, why is it not posted to the public for comment?

Although WAHA has not itself conducted such an evaluation, it would seem that the proposed project in fact would not be deemed fully compliant with the MidCity Recovery Redevelopment Plan, given that it includes objective standards related to impacts on adjacent properties and historic resources, among other items.

We would ask that the file be kept open to consider these issues.

Thank you for your consideration.

Laura Meyers
West Adams Heritage Association

Please send correspondence to:
1818 S. Gramercy Place, Los Angeles CA 90019 or via email, lauramink@aol.com

Esther Ahn <esther.ahn@lacity.org>

Letter of Support for 4201 W Pico (CPC-2025-1087-DB-VHCA)

2 messages

Zachary Pitts <zach@yimbyaction.org> Mon, Dec 15, 2025 at 2:02 PM
To: esther.ahn@lacity.org
Cc: hakeem.parke-davis@lacity.org

Dear Planner Ahn,

I am writing to express strong support from YIMBY Los Angeles for the proposed 220 unit housing development, including 35 affordable homes for Very Low Income and Moderate Income households, at Pico and Crenshaw designed by Asulon Architecture and Design (Case Number: CPC-2025-1087-DB-VHCA). This project provides an important opportunity to add much needed housing in a community that has experienced long term challenges related to housing supply, affordability, and overcrowding.

The location of this development offers exceptional access to public transportation. The site is a short walk from the Metro E Line at the Expo and Crenshaw Station, which provides frequent east to west rail service across the Westside and into Downtown Los Angeles. It is also connected to the Metro K Line, which links the Crenshaw corridor with Inglewood, LAX in the future, and many destinations throughout South Los Angeles. Several high frequency Metro bus routes serve Pico Boulevard and Crenshaw Boulevard, and the area is supported by bike lanes and walkable streets. The combination of these services gives future residents a reliable and convenient alternative to daily car use.

The location and design of this project directly respond to concerns about parking and traffic. The project includes on site parking that is consistent with state Density Bonus regulations and the Transit Oriented Communities guidelines. The high level of transit service near the site will reduce the need for car ownership. Many destinations for daily needs are within walking distance, which further reduces unnecessary car trips. These features support the City's goals for cleaner air, less congestion, and more transportation choices for local residents.

This project will also improve the public realm by strengthening the streetscape and adding new housing in an area that is already experiencing thoughtful reinvestment. The addition of new residents will support local businesses and bring long term economic activity to the Crenshaw District.

For these reasons, we respectfully encourage the City to approve the Pico and Crenshaw housing development. This project balances community concerns with the urgent need for more housing in transit rich locations and will bring lasting benefits to the neighborhood and the broader Los Angeles region.

Thank you for your consideration.

Sincerely,

Zachary Pitts *(he/him)*
LA Director
2024 Impact Report

YIMBY ACTION

Esther Ahn <esther.ahn@lacity.org> Mon, Dec 15, 2025 at 3:50 PM
To: Zachary Pitts <zach@yimbyaction.org>
Cc: hakeem.parke-davis@lacity.org

Good afternoon,

I am confirming receipt of your comments for inclusion in the case file and public record.

Many thanks,

[Quoted text hidden]

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Esther Ahn
City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1486 | Planning4LA.org
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